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AUTOMOBILE

Facts and Figures

33rd Edition
1953

AUTOMOBILE MANUFACTURERS ASSOCIATION

HIGHLIGHTS
33RD EDITION

- Motor vehicle traffic in U.S. surpassed one-half trillion miles in 1952.
- 3 out of every 4 new cars sold in U.S. in 1952 replaced old cars scrapped during the year.
- 31 million families in U.S. own automobiles.
- 29% of automobile drivers are women.
- The total number of motor trucks in use in the rest of the world surpassed that of U.S. for the first time in 1952.
- Great Britain exported twice as many passenger cars in 1952 as did U.S.
- Surveys of car owners in Canada and in U.S. showed remarkable similarity in purposes of car usage.
- Total taxes accrued in the retail price of a typical 1952 car were four times greater than in a corresponding 1939 model.
- Highway users paid $5.3 billions in taxes in 1952.
- 1952 traffic fatalities of 7.2 persons per 100 million vehicle miles were at the lowest point since records have been kept.
- In terms of constant dollars, 1952 highway expenditures were at or below prewar levels.
- Despite traffic congestion on their roads and streets, several states are spending as much as 30%, 40% and 50% of their motor vehicle taxes for non-highway purposes.

AUTOMOBILE MANUFACTURERS ASSOCIATION

New Center Building, Detroit 2, Michigan

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WASHINGTON 6—Transportation Building
NEW YORK 17—366 Madison Avenue

AUTOMOBILE MANUFACTURERS ASSOCIATION

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Vice-President.....H. S. Vance
Passenger Car Division

Vice-President.....E. J. Bush
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Manager, Statistical Dept.....Oscar P. Pearson

APR 5 '54

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136 Million Motor Vehicles Produced in 54 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS AND BUSES		TOTAL	
	Number	Value	Number	Value	Number	Value
1900	4,192	$ 4,899,443	.....	.....	4,192	$ 4,899,443
1901	7,000	8,183,000	.....	.....	7,000	8,183,000
1902	9,000	10,395,000	.....	.....	9,000	10,395,000
1903	11,235	13,000,000	.....	.....	11,235	13,000,000
1904	22,130	23,357,692	700	$ 1,272,747	22,830	24,630,439
1905	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925	3,735,171	2,458,370,026	530,659	458,400,277	4,265,830	2,916,770,303
1926	3,783,987	2,640,064,519	516,947	452,123,435	4,300,934	3,092,187,954
1927	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928	3,775,417	2,572,599,143	583,342	460,108,903	4,358,759	3,032,708,046
1929	4,455,178	2,790,614,309	881,909	622,533,897	5,337,087	3,413,148,206
1930	2,787,456	1,644,083,152	575,364	390,752,061	3,362,820	2,034,835,213
1931	1,948,164	1,108,246,698	432,262	265,444,618	2,380,426	1,373,691,316
1932	1,103,557	616,860,347	228,303	137,624,157	1,331,860	754,484,504
1933	1,560,599	773,424,963	329,218	175,380,863	1,889,817	948,805,826
1934	2,160,865	1,140,478,174	576,205	326,781,688	2,737,070	1,467,259,862
1935	3,273,874	1,707,836,325	697,367	380,997,330	3,971,241	2,088,833,655
1936	3,679,242	2,014,747,225	782,220	463,719,466	4,461,462	2,478,466,691
1937*	3,929,203	2,240,912,620	891,016	537,314,633	4,820,219	2,778,227,253
1938	2,019,566	1,241,032,295	488,841	329,917,646	2,508,407	1,570,949,941
1939	2,888,512	1,770,231,597	700,377	489,786,701	3,588,889	2,260,018,298
1940	3,717,385	2,370,654,083	754,901	567,820,414	4,472,286	2,938,474,497
1941	3,779,682	2,567,205,996	1,060,820	1,069,799,855	4,840,502	3,637,005,851
1942	222,862	163,813,559	818,662	1,427,456,801	1,041,524	1,591,270,360
1943	139	101,799	699,689	1,451,794,475	699,828	1,451,896,274
1944	610	446,704	737,524	1,700,928,939	738,134	1,701,375,643
1945	69,532	57,254,655	655,683	1,181,955,532	725,215	1,239,210,187
1946	2,148,699	1,979,781,084	940,866	1,043,247,276	3,089,565	3,023,028,360
1947	3,558,178	3,936,017,000	1,239,443	1,731,713,000	4,797,621	5,667,730,000
1948	3,909,270	4,870,423,000	1,376,274	1,880,475,000	5,285,544	6,750,898,000
1949	5,119,466	6,650,857,000	1,134,185	1,394,035,000	6,253,651	8,044,892,000
1950	6,665,863	8,468,137,000	1,337,193	1,707,748,000	8,003,056	10,175,885,000
1951	5,338,435	7,241,275,000	1,426,828	2,323,859,000	6,765,263	9,565,134,000
1952	4,320,794	6,455,114,000	1,218,165	2,319,789,000	5,538,959	8,774,903,000
1953 Prelim.	6,144,000	9,200,000,000	1,208,000	2,250,000,000	7,352,000	11,450,000,000

NOTES: Passenger car and truck totals, units and value, have been revised for years 1928 to 1939 inclusive, in order to make the classifications of all vehicles comparable with the post-War II years 1946 to date. In addition, some other adjustments have been made making for greater accuracy and comparability in units and value from 1928 to date.

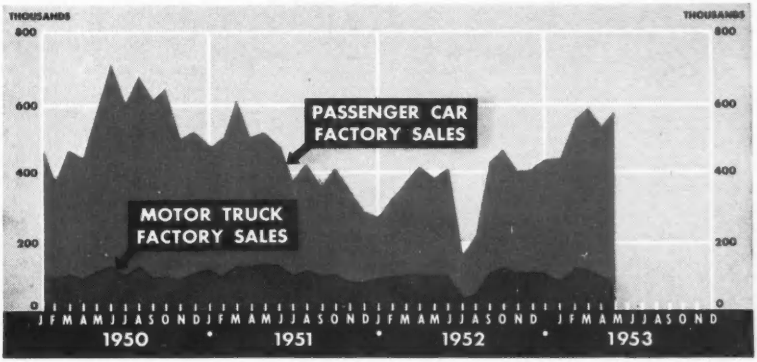
A substantial part of the trucks and buses reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included.

Federal excise taxes are excluded in all years.

Table above includes sales of military vehicles.

*Beginning with year 1937, standard equipment is included in the values reported.

Monthly Factory Sales From U.S. Plants


THOUSANDS
800
600
400
200
0
PASSENGER CAR FACTORY SALES
MOTOR TRUCK FACTORY SALES
J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
1950
1951
1952
1953

	PASSENGER CARS			MOTOR TRUCKS AND BUSES		
	1950	1951	1952	1950	1951	1952
January	487,824	478,589	273,122	93,542	128,244	102,288
February	385,361	505,865	333,224	90,106	112,463	101,992
March	469,618	617,399	372,440	111,042	137,626	110,533
April	455,193	503,038	415,357	104,120	136,231	114,228
May	575,518	511,938	397,486	121,378	140,789	106,431
June	720,688	482,029	407,962	135,926	135,656	110,748
July	595,067	381,407	168,327	111,635	110,909	43,455
August	682,782	426,932	218,577	135,341	122,775	52,405
September	616,827	366,068	438,397	106,016	109,934	112,762
October	651,169	415,255	471,808	109,399	111,193	132,453
November	504,445	356,590	405,111	99,124	93,678	114,425
December	521,371	293,325	418,983	119,564	87,330	116,445
Total	**6,665,863**	**5,338,435**	**4,320,794**	**1,337,193**	**1,426,828**	**1,218,165**

	TOTAL CARS, TRUCKS AND BUSES					
	1947	1948	1949	1950	1951	1952
January	347,738	405,663	432,462	581,366	606,833	375,410
February	373,344	383,002	427,597	475,467	618,328	435,216
March	421,180	492,018	519,669	580,660	755,025	482,973
April	423,402	438,090	544,084	559,313	639,269	529,585
May	382,432	338,538	483,463	696,896	652,727	503,917
June	400,222	431,046	593,306	856,614	617,685	518,710
July	379,192	474,556	579,424	706,702	492,316	211,782
August	349,394	461,359	658,430	818,123	549,707	270,982
September	420,224	413,531	626,757	722,843	476,002	551,159
October	436,072	491,803	573,735	760,568	526,448	604,261
November	394,187	468,824	455,704	603,569	450,268	519,536
December	470,234	487,114	359,020	640,935	380,655	535,428
Total	**4,797,621**	**5,285,544**	**6,253,651**	**8,003,056**	**6,765,263**	**5,538,959**

SOURCE: Automobile Manufacturers Association.

Factory Sales to Domestic and Foreign Markets

From Plants Located in United States

	PASSENGER CARS			MOTOR TRUCKS AND BUSES*			TOTAL MOTOR VEHICLES		
	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market
1921	1,468,067	1,417,017	51,050	148,052	135,483	12,569	1,616,119	1,552,500	63,619
1922	2,274,185	2,169,185	105,000	269,991	247,593	22,398	2,544,176	2,416,778	127,398
1923	3,624,717	3,449,658	175,059	409,295	349,077	60,218	4,034,012	3,798,735	235,277
1924	3,185,881	2,968,711	217,170	416,659	340,555	76,104	3,602,540	3,309,266	293,274
1925	3,735,171	3,419,072	316,099	530,659	418,064	112,595	4,265,830	3,837,136	428,694
1926	3,783,987	3,494,791	289,196	516,947	413,080	103,867	4,300,934	3,907,871	393,063
1927	2,936,533	2,604,491	332,042	464,793	330,455	134,338	3,401,326	2,934,946	466,380
1928	3,775,417	3,366,516	408,901	583,342	409,530	173,812	4,358,759	3,776,046	582,713
1929	4,455,178	4,052,762	402,416	881,909	619,068	262,841	5,337,087	4,671,830	665,257
1930	2,787,456	2,569,145	218,311	575,364	444,499	130,865	3,362,820	3,013,644	349,176
1931	1,948,164	1,837,598	110,566	432,262	316,532	115,730	2,380,426	2,154,130	226,296
1932	1,103,557	1,038,872	64,685	228,303	178,812	49,491	1,331,860	1,217,684	114,176
1933	1,560,599	1,480,892	79,707	329,218	264,709	64,509	1,889,817	1,745,601	144,216
1934	2,160,865	1,984,034	176,831	576,205	447,007	129,198	2,737,070	2,431,041	306,029
1935	3,273,874	3,050,518	223,356	697,367	564,761	132,606	3,971,241	3,615,279	355,962
1936	3,679,242	3,463,535	215,707	782,220	642,686	139,534	4,461,462	4,106,221	355,241
1937	3,929,203	3,646,310	282,893	891,016	677,259	213,757	4,820,219	4,323,569	496,650
1938	2,019,566	1,821,589	197,977	488,841	345,323	143,518	2,508,407	2,166,912	341,495
1939	2,888,512	2,716,056	172,456	700,377	544,493	155,884	3,588,889	3,260,549	328,340
1940*	3,717,385	3,608,042	109,343	692,791	599,912	92,879	4,410,176	4,207,954	202,222
1941	3,779,682	3,681,558	98,124	854,719	743,932	110,787	4,634,401	4,425,490	208,911
1942	222,862	215,779	7,083	184,985	164,325	20,660	407,847	380,104	27,743
1943	139	121	18	24,842	23,420	1,422	24,981	23,541	1,440
1944	610	308	302	116,167	102,295	13,872	116,777	102,603	14,174
1945	69,532	68,093	1,439	291,469	254,039	37,430	361,001	322,132	38,869
1946**	2,146,970	2,002,920	144,050	931,225	744,204	187,021	3,078,195	2,747,124	331,071
1947	3,551,145	3,290,298	260,847	1,227,361	975,872	251,489	4,778,506	4,266,170	512,336
1948	3,901,829	3,668,652	233,177	1,360,307	1,157,267	203,040	5,262,136	4,825,919	436,217
1949	5,112,675	4,956,534	156,141	1,116,255	984,621	131,634	6,228,930	5,941,155	287,775
1950	6,656,910	6,503,985	152,925	1,295,695	1,144,936	150,759	7,952,605	7,648,921	303,684
1951	5,314,849	5,067,884	246,965	1,280,167	1,056,583	223,584	6,595,016	6,124,467	470,549
1952	4,315,594	4,148,546	167,048	1,036,564	874,026	162,538	5,352,158	5,022,572	329,586

*Military trucks excluded from 1940 to 1945.
**1946 to date excludes factory sales to all Federal government agencies.
SOURCE: U. S. Department of Commerce and Automobile Manufacturers Association.

16% of Trucks Exported in 1952

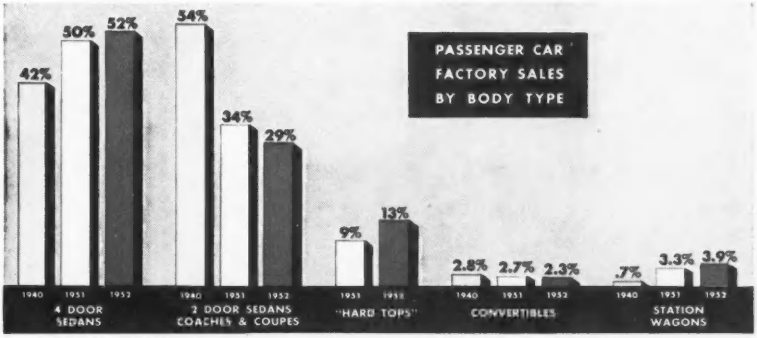
Year	Passenger Cars	Trucks & Buses	Total Vehicles	Year	Passenger Cars	Trucks & Buses	Total Vehicles
1927	11.3%	29.0%	13.7%	1938	9.8%	29.4%	13.6%
1928	10.8	29.8	13.4	1939	6.0	22.2	9.1
1929	9.0	29.8	12.5	1940	2.9	13.4	4.6
1930	7.8	22.7	10.4	1941	2.6	13.0	4.5
1931	5.7	26.8	9.5	1946	6.7	20.1	10.8
1932	5.9	21.7	8.6	1947	7.3	20.5	10.7
1933	5.1	19.6	7.6	1948	6.0	14.9	8.3
1934	8.2	22.4	11.2	1949	3.1	11.8	4.6
1935	6.8	19.0	9.0	1950	2.3	11.6	3.8
1936	5.9	17.8	8.0	1951	4.6	17.5	7.1
1937	7.2	24.0	10.3	1952	3.9	15.7	6.2

U. S. Imports of Motor Vehicles

Year	Passenger Cars		Trucks	Total
	New	Used		
1940	253	302	0	555
1946	1,375	575	15	1,965
1947	1,456	646	22	2,124
1948	28,047	381	684	29,112
1949	7,543	308	515	8,366
1950	21,287	321	81	21,689
1951	23,701	462	250	24,413
1952	33,312	633	483	34,428

SOURCE: U. S. Department of Commerce.

Increasing Share of Market Goes To 4-Door Sedans



Passenger Car Factory Sales by Body Types

Body Type	1940	1950	1951	1952
4-Door Sedans	1,559,215	3,246,996	2,684,448	2,259,166
2-Door Sedans, Coaches and Coupes (except Business Coupes)	2,014,386	2,704,079	1,773,729	1,214,904
Business Coupes	①	89,587	53,876	29,000
"Hard Top": Coupes and Sedans	—	266,680	487,261	539,508
Convertibles (except "Hard Top")	105,335	208,090	143,388	100,116
Station Wagons②	25,098	141,697	178,689	169,036
Chassis	13,351	8,734	17,044	9,064
Total	**3,717,385**	**6,665,863**	**5,338,435**	**4,320,794**

① Business coupes sold in 1940 are included with all other 2-door body types.
② Station wagons produced on commercial vehicle chassis are not included.

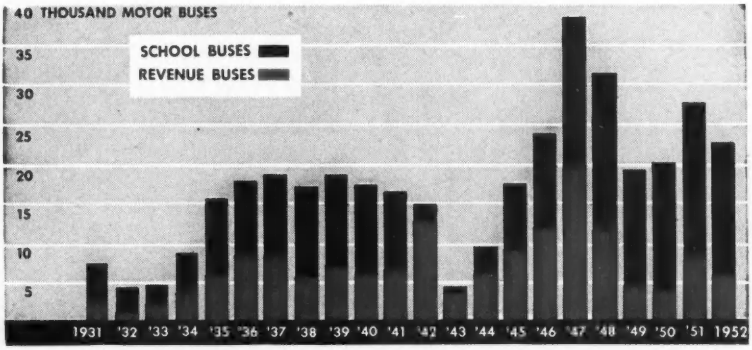
Factory Sales of Special Motor Vehicle Types

	1949 Total	1950 Total	1951 Total	1952 Domestic Market	1952 Export Market	1952 Total
Station Wagons*	104,613	159,944	195,740	175,837	13,814	189,651
Motor Coaches:①						
City Type	3,800	3,453	5,305	1,997	627	2,624
Intercity Type	855	759	1,354	691	218	909
Special②	856	696	2,801	1,823	19	1,842
School Bus Chassis	13,896	19,953	31,891	14,429	5,023	19,452
Trucks with Cab Over Engine	13,325	22,370	25,482	17,165	2,427	19,592
Trucks with Diesel Engines	6,047	13,903	16,494	10,548	2,617	13,165
Multi-Stop Delivery Trucks	19,479	21,681	28,867	17,171	1,322	18,493
Ambulances and Funeral Vehicles	2,853	2,971	4,177	—	—	2,662

① Does not include non-integral school buses. *Includes station wagons built on truck chassis.
② Includes integral school buses.

SOURCE: Automobile Manufacturers Association.

17,200 School Buses Sold in 1952



Revenue and School Bus Production

	City Type	Intercity Type	Charter and Sightseeing	Total Revenue Buses	School Buses	Total Buses
1935	3,978	2,255	34	6,267	9,363	15,630
1936	5,800	2,610	90	8,500	8,913	17,413
1937	5,947	2,430	107	8,484	9,892	18,376
1938	3,606	2,167	89	5,862	11,272	17,134
1939	4,594	2,415	100	7,109	11,546	18,655
1940	4,573	2,001	67	6,641	10,566	17,207
1941	5,873	2,088	7	7,968	8,622	16,590
1942	9,010	3,968	8	12,986	1,856	14,842
1943	2,070	1,691	—	3,761	206	3,967
1944	4,323	1,927	—	6,250	3,192	9,442
1945	5,908	3,508	—	9,416	8,225	17,641
1946	8,300	3,335	—	11,635	12,025	23,660
1947	14,726	5,338	21	20,085	18,619	38,704
1948	7,810	3,333	60	11,203	20,513	31,716
1949	3,776	863	25	4,664	14,480	19,144
1950	3,060	755	46	3,861	16,055	19,916
1951	4,772	3,608	18	8,398	19,064	27,462
1952	2,370	2,730	149	5,249	17,200	22,449

NOTE: These figures exclude vehicles exported except to Canada. For this and other reasons they are not strictly comparable with school bus chassis and motor coach deliveries compiled by A. M. A. as shown in tables on pages 7 and 8. Trailer type vehicles and sales to U. S. Government agencies are omitted. 1951 and 1952 includes vehicles delivered to U. S. Government agencies.

SOURCE: "Bus Transportation."

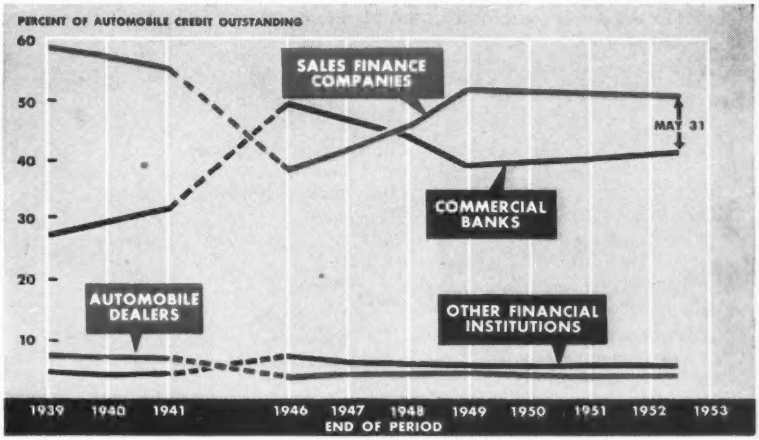
5,375 Motor Coaches Delivered in 1952

(Does not include body-on-chassis type school buses)

	U. S. DOMESTIC MARKET					
	City Type	Intercity Type	Special & Integral School Buses	Total Domestic Market	Total Export Market	Grand Total
1940	4,288	1,578	47	5,913	234	6,147
1941	5,566	1,776	51	7,393	233	7,626
1946	6,764	2,276	159	9,199	892	10,091
1947	11,779	3,451	1,400	16,650	2,460	19,110
1948	6,971	2,558	997	10,526	1,773	12,299
1949	3,402	690	802	4,894	617	5,511
1950	2,748	581	683	4,012	896	4,908
1951	4,754	1,233	2,797	8,784	676	9,460
1952	1,997	691	1,823	4,511	864	5,375

SOURCE: Automobile Manufacturers Association.

Commercial Banks Hold 40% of Automobile Credit



Automobile Installment Credit Outstanding, End of Period

	COMMERCIAL BANKS			Sales Finance Companies	Other Financial Institutions①	Automobile Dealers②	Total
	Purchased Paper	Direct Loans	Total				
1939	$ 237	$ 178	$ 415	$ 878	$ 81	$ 123	$1,497
1940	339	276	615	1,187	102	167	2,071
1941	447	338	785	1,363	122	188	2,458
1942	149	134	283	341	65	53	742
1943	58	86	144	131	49	31	355
1944	59	101	160	153	51	33	397
1945	66	143	209	164	54	28	455
1946	169	311	480	377	77	47	981
1947	352	539	891	802	130	101	1,924
1948	575	753	1,328	1,378	189	159	3,054
1949	849	946	1,795	2,425	240	239	4,699
1950	1,177	1,294	2,471	3,257	330	284	6,342
1951	1,135	1,311	2,446	3,183	358	255	6,242
1952	1,596	1,653	3,249	4,072	453	336	8,110

① Includes consumer finance companies (operating primarily under state small loan laws), credit unions, industrial loan companies, mutual savings banks, savings and loan associations, and other lending institutions holding consumer installment loans.

② Includes only automobile paper; other installment credit held by automobile dealers is excluded.

NOTE: These figures differ from the data shown in previous years. Revisions have been made to tie in with more recent bench mark data. Credit was classified in the previous series according to the originator of the credit; the data is now classified by the type of institution holding the credit.

These figures cover credit used to finance the purchase of motor vehicles for personal consumption. Credit extended to businesses or individuals for the purchase of trucks has been excluded. Insurance policy loans are excluded, as well as any personal loans used to purchase automobiles where the loan is not secured by the vehicle purchased.

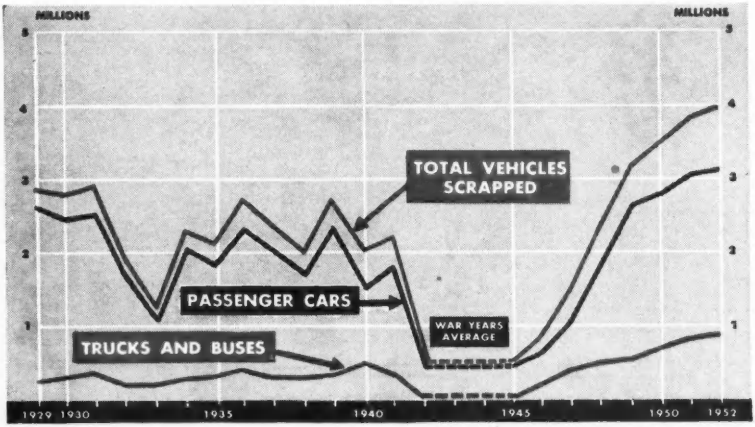
SOURCE: Board of Governors of the Federal Reserve System.

74% of New Car Purchases Involve Trade-Ins

Type of Transaction	Buyers of New Cars			Buyers of Used Cars			Buyers of New and Used Cars		
	1952	1951	1950	1952	1951	1950	1952	1951	1950
Traded-in a Car	74%	67%	70%	49%	52%	41%	57%	57%	53%
Sold a Car	8	14	6	8	7	8	8	10	7
Neither	15	15	22	40	39	49	32	30	38
Not Ascertained	3	4	2	3	2	2	3	3	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

4,000,000 Cars and Trucks Scrapped in 1952



Motor Vehicles Scrapped Annually

	Passenger Cars	Trucks & Buses	Total		Passenger Cars	Trucks & Buses	Total
1929.....	2,651,000	314,000	2,965,000	1941.....	1,854,000	375,000	2,229,000
1930.....	2,480,000	344,000	2,824,000	1942*....	457,000	62,000	519,000
1931.....	2,535,000	398,000	2,933,000	1943*....	457,000	62,000	519,000
1932.....	1,715,000	237,000	1,952,000	1944*....	457,000	62,000	519,000
1933.....	1,088,000	229,000	1,317,000	1945*....	457,000	62,000	519,000
1934.....	2,025,000	309,000	2,334,000	1946.....	640,000	215,000	855,000
1935.....	1,846,000	310,000	2,156,000	1947.....	1,136,000	433,000	1,569,000
1936.....	2,358,000	402,000	2,760,000	1948.....	1,845,000	494,000	2,339,000
1937.....	2,043,000	356,000	2,399,000	1949.....	2,616,000	534,000	3,150,000
1938.....	1,742,000	304,000	2,046,000	1950.....	2,533,000	589,000	3,122,000
1939.....	2,372,000	387,000	2,759,000	1951.....	3,029,000	651,000	3,680,000
1940.....	1,528,000	513,000	2,041,000	1952**...	3,300,000	700,000	4,000,000

*Data shown for 1942 through 1945 represents the annual average scrappage over the four war years. The actual computations for the individual years give unrealistic scrappage estimates because of cars being placed in storage during the war and put into service at the end of the war, with the result that apparent scrappage in 1942 was too high, and in 1944 and 1945 the number of vehicles registered increased in number greater than the number of new vehicles sold. **Preliminary estimate.

Formula—Scrappage was estimated by subtracting factory sales to U. S. domestic market in a given year (1947, for example) from total registrations, passenger cars and motor trucks, respectively, at the end of that year. The remainder, representing used vehicles carried over from the preceding year (1946) and registered in the given year (1947), was subtracted from the total registrations at the end of the preceding year (1946). This difference represents the number of vehicles which either were scrapped in 1946 or were not re-registered in 1947. 1946 and 1947 domestic market data was adjusted for surplus military vehicles sold for civilian use.

SOURCE: Estimated by Automobile Manufacturers Association from registration data of U. S. Bureau of Public Roads; U. S. Department of Commerce and Automobile Manufacturers Association domestic market factory sales data.

Average Life of Motor Vehicles Scrapped and Lifetime Mileage

Year of scrapping.....	1925	1930	1935	1941	1951
Average life of vehicles scrapped in year indicated.....	6.5	7.0	8.3	10.2	14.0
Accumulated mileage during lifetime...	25,750	41,500	58,000	85,500	121,000

NOTE: These estimates cover all motor vehicles and are based on scrappage estimates rather than on actual records of vehicles scrapped. They should be used as indicative of general trends only rather than precise measures of average life and lifetime mileage.

SOURCE: Automobile Manufacturers Association.

433,710 Motor Vehicles Produced in Canada in 1952

(Figures from Dominion Bureau of Statistics, Ottawa, Canada)

Number and Wholesale Value of Canadian Production

	PASSENGER CARS		TRUCKS & BUSES		TOTAL	
Year	Number	Value	Number	Value	Number	Value
1921	61,098	$ 53,561,415	5,148	$ 3,843,288	66,246	$ 57,404,703
1929	203,307	134,023,280	59,318	29,474,395	262,625	163,497,675
1932	50,694	32,490,129	10,095	6,070,667	60,789	38,560,796
1940	109,911	83,544,445	113,102	91,191,516	223,013	174,735,961
1941	96,603	81,167,694	173,588	163,414,253	270,191	244,581,947
1942	12,236	10,305,013	216,057	229,103,128	228,293	239,408,741
1943	—	—	178,064	222,393,092	178,064	222,393,092
1944	—	—	158,038	213,259,582	158,038	213,259,582
1945	1,868	1,638,118	130,777	167,103,012	132,645	168,741,130
1946	91,871	82,847,330	79,657	81,204,338	171,528	164,051,668
1947	167,257	182,161,183	90,758	116,357,486	258,015	298,518,669
1948	166,819	210,799,512	96,941	137,228,722	263,760	348,028,234
1949	193,556	277,660,998	99,028	146,697,354	292,584	424,358,352
1950	284,076	447,029,182	106,026	163,942,858	390,102	610,972,040
1951	282,714	438,613,532	132,706	212,806,695	415,420	651,420,227
1952	283,534	417,654,448	150,176	253,247,296	433,710	670,901,744

NOTE: Table above includes all wheeled vehicles for military use, but not scout cars or universal carriers.

Canadian Registrations of Motor Vehicles

Dec. 31	Passenger Cars	Motor Trucks	Motor Buses	Other Com.	Total
1940	1,234,637	247,634	3,182	1,997	1,487,450
1941	1,279,536	270,941	3,441	4,389	1,558,307
1942	1,216,950	283,777	4,016	3,592	1,508,335
1943	1,193,847	294,176	4,302	3,124	1,495,449
1944	1,177,558	302,611	4,676	2,677	1,487,522
1945	1,160,058	315,606	5,988	1,235	1,482,887
1946	1,234,006	355,095	5,788	10,411	1,605,300
1947	1,370,173	425,803	6,826	7,028	1,809,830
1948	1,496,384	480,793	7,487	16,240	2,000,904
1949①	1,671,650	535,940	10,078	33,474	2,251,142
1950	1,910,072	617,194	10,004	20,251	2,557,521
1951	2,094,646	688,631	12,090	29,861	2,825,228
1952 Prelim.	2,290,716	766,724	12,546	35,173	3,105,159

① Newfoundland included for first time: Passenger cars 9,022; Trucks, 4,098; Buses 312 and other commercial 297.

Canadian Automobile Parts and Accessories Industry

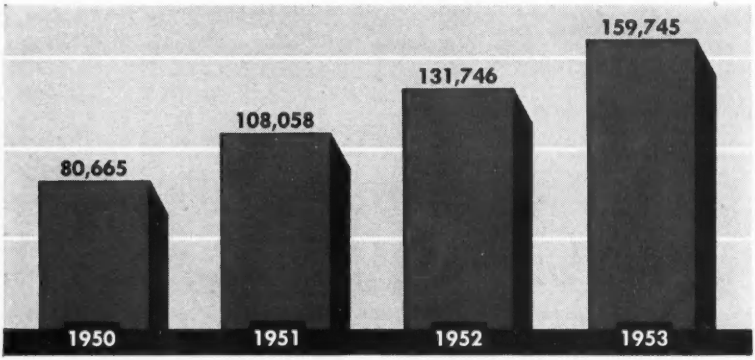
Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Wholesale Value of Products	Value of Exports	Value of Imports*
1929	65	4,708	$ 6,711,434	$ 31,965,078	$ 2,350,232	$ 44,772,091
1932	76	3,832	3,874,618	12,161,456	1,846,033	11,588,190
1940	100	10,441	14,981,791	64,878,624	10,712,365	47,580,369
1941	102	16,138	25,764,272	124,386,867	20,737,635	71,545,346
1942	101	21,010	37,011,834	184,499,499	62,960,913	76,420,704
1943	101	21,631	40,328,567	175,074,983	213,942,858	67,118,013
1944	104	20,366	38,671,730	160,195,390	139,344,916	80,320,522
1945	108	17,390	33,115,867	126,562,829	93,852,013	71,731,844
1946	113	16,179	27,561,067	93,578,142	21,110,039	67,563,246
1947	128	17,487	36,559,864	131,513,510	20,141,614	103,394,972
1948	137	16,388	39,226,370	140,068,414	15,339,688	103,791,894
1949	150	17,898	45,662,602	171,590,042	10,752,295	117,748,017
1950	151	19,719	56,092,273	226,539,375	12,036,038	161,550,902
1951	161	21,197	65,283,163	263,133,094	15,763,431	195,177,254
1952			Not Available		18,548,647	194,792,543

*Does not include car and truck engines and parts.

Canadian Motor Vehicle Manufacturing Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Exports Cars	Exports Trucks	Imports Cars	Imports Trucks
1929	17	16,435	$26,864,808	64,863	36,848	39,446	5,278
1932	25	8,810	11,435,741	9,800	2,734	1,160	289
1939	12	14,427	20,573,714	38,548	19,955	16,332	2,120
1940	10	16,798	31,110,945	18,145	66,047	15,155	1,937
1941	10	19,597	44,783,064	12,315	130,304	2,672	1,190
1942	6	24,403	52,281,941	5,283	159,377	327	3,392
1943	5	24,265	57,569,265	172	165,910	21	1,388
1944	5	22,499	53,879,982	62	144,151	35	3,249
1945	6	17,915	43,623,220	44	122,768	236	1,855
1946	9	21,647	43,968,772	23,451	44,660	18,642	8,697
1947	9	23,837	58,047,977	41,550	42,215	35,570	7,293
1948	11	24,703	68,477,721	27,277	20,901	17,037	3,575
1949	15	27,022	76,684,328	17,469	12,147	35,427	3,270
1950	19	29,355	94,414,819	24,085	10,249	81,722	6,770
1951	19	30,479	101,342,774	37,181	23,308	42,631	5,703
1952	19	31,102	113,607,071	38,091	37,691	34,665	4,328

Number of Rental Cars Doubled in Three Years



160,000 Passenger Cars Operated by 2,140* Rental and Drive-Yourself Companies

	1950	1951	1952	1953**
Short Term Lease (1)	35,527	44,457	51,317	57,192
Long Term Lease (2)	41,208	59,274	75,884	97,911
General Livery Cars (3)	3,930	4,327	4,545	4,642
Total	**80,665**	**108,058**	**131,746**	**159,745**

*Industry sources estimate that approximately 3,000 rental and drive-yourself companies are in existence, but due to lack of definite information this study estimates totals for 2,140 known to be in existence. **Estimated.

(1) Leased on an hourly, daily, weekly, or monthly basis. (2) Leased for periods in excess of 30 days. (3) Leased with chauffeur for specific purpose such as regular operations between an airport and hotel.

SOURCE: "A Rental Automobile Survey", May, 1953, Defense Transport Administration.

3,242,849 Auto Radios Produced in 1952

	Home Sets	Portable Battery Sets	Auto Sets	Total Sets	Percent Auto
1947	14,082,662	2,458,277	3,459,061	20,000,000	17.3
1948	9,630,308	2,629,560	4,240,132	16,500,000	25.7
1949	5,961,196	1,843,383	3,595,421	11,400,000	31.5
1950	8,174,600	1,674,700	4,740,600	14,589,900	32.5
1951	6,751,452	1,332,990	4,542,920	12,627,362	36.0
1952	5,972,164	1,719,859	3,242,849	10,934,872	29.7

SOURCE: Radio—Television Manufacturers Association.

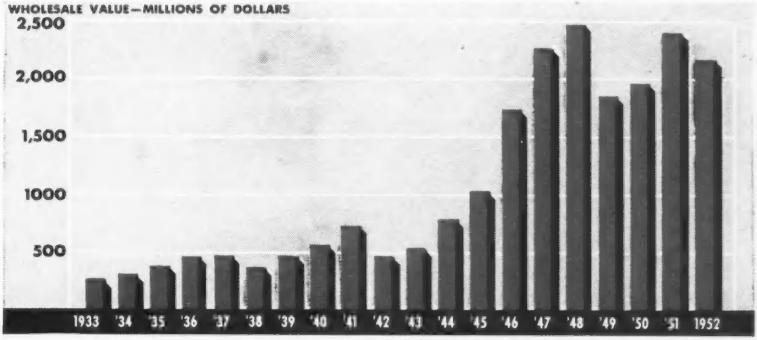
88% of Cars Have Heaters, 63% Clocks, and 64% Radios

Percent of Cars Having Indicated Accessories

Heater	88.0%	Back-up Lights	25.5%
Cigarette Lighter	75.2	Clocks:	
Seat Covers	67.6	Hand Wound	20.6
Radio	63.6	Electric	41.9
Turn Indicator	30.1	Total Clocks	62.5

SOURCE: 1950 survey for Telechron Department of General Electric Company by Dun & Bradstreet.

Replacement Parts Sales $2 Billion in 1952



Wholesale Value of Automotive Replacement Parts and Accessory Sales to U. S. Domestic Market

	Value	Yearly Increase %		Value	Yearly Increase %
1933	$ 234,461,090	—	1943	$ 527,710,048	12.0
1934	299,879,633	28.0	1944	789,200,000	49.6
1935	373,159,429	24.6	1945	1,037,800,000	31.5
1936	454,110,443	21.5	1946	1,750,200,000	68.6
1937	461,774,995	2.0	1947	2,309,200,000	31.9
1938	360,892,902	—21.6	1948	2,451,500,000	6.2
1939	460,408,017	27.5	1949	1,809,900,000	—26.2
1940	553,004,020	20.0	1950	1,881,700,000	4.0
1941	718,212,295	30.0	1951	2,399,400,000	27.5
1942	471,956,985	—34.3	1952	2,164,300,000	— 9.8

NOTE: Government purchases not included. Estimates based on federal excise tax receipts.

65% of 1952 Passenger Car Tire Sales Were Replacements

	Original Equipment	Replacement	Export	Total Shipments	Production	Year-End Inventory
1941	19,855,693	34,118,268	586,423	54,560,384	50,391,918	3,165,132
1946	11,086,542	54,684,036	652,643	66,423,221	66,466,319	1,763,472
1947	19,644,143	52,857,228	1,608,082	74,109,453	77,795,299	5,444,071
1948	21,589,040	41,295,434	655,686	63,540,160	66,738,436	8,772,822
1949	28,128,583	36,439,572	508,565	65,076,720	65,140,287	8,903,731
1950	36,678,352	47,102,627	641,987	84,422,966	78,598,174	3,050,301
1951	26,728,553	34,226,242	723,242	61,678,037	65,545,941	6,973,419
1952	24,106,077	45,457,870	740,954	70,304,901	74,341,140	11,251,074
Truck and Bus Tire Production						
1941	4,924,615	5,776,145	902,790	11,603,550	11,148,278	1,270,933
1946	4,223,610	10,806,211	859,369	15,889,190	15,831,862	684,800
1947	5,411,521	10,013,994	1,648,396	17,073,911	17,754,837	1,505,221
1948	5,256,413	7,852,877	1,131,812	14,241,102	14,575,981	1,925,403
1949	3,455,781	7,026,115	958,420	11,440,316	11,228,440	1,734,456
1950	4,670,783	9,704,975	788,450	15,164,208	14,155,842	743,216
1951	5,424,030	10,385,636	954,018	16,763,684	17,859,036	1,791,367
1952	5,377,635	8,884,074	779,007	15,040,716	16,069,975	2,859,156

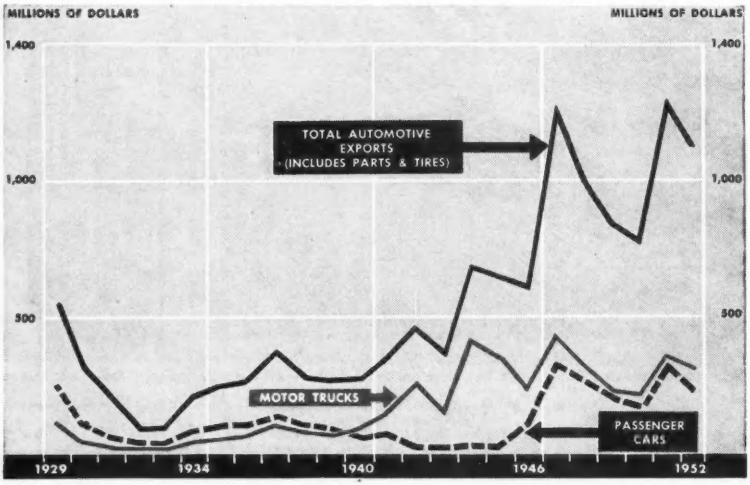
SOURCE: Rubber Manufacturers Association.

Replacement Auto Battery Shipments, 1941-1952

Year	Thousands	Year	Thousands	Year	Thousands	Year	Thousands
1941	15,927	1944	19,115	1947	25,828	1950	24,442
1942	15,191	1945	17,560	1948	25,075	1951	22,219
1943	16,999	1946	17,522	1949	19,383	1952	22,453

SOURCE: Association of American Battery Manufacturers. Excludes shipments for original equipment.

1952 Automotive Exports Exceed $1 Billion



Automotive Exports From United States

	Passenger Cars	Trucks	Cars and Trucks	Parts and ① Accessories	Rubber Tires and Tubes	Total Value of Exports ①
1940	$ 63,766,211	$ 91,324,669	$155,100,880	$117,173,166	$ 27,520,815	$ 299,794,861
1941	69,077,198	154,101,500	223,178,698	133,015,153	31,472,904	387,666,755
1942	13,884,618	263,861,310	277,745,928	158,719,416	46,765,430	483,230,774
1943	2,895,134	147,920,724	150,815,858	133,038,789	92,716,670	376,571,317
1944	3,623,981	401,587,626	405,211,607	245,609,659	61,379,255	712,200,521
1945	2,898,836	352,836,408	355,735,244	247,094,984	59,880,953	662,711,181
1946	122,500,568	227,748,532	350,249,100	207,418,991	73,767,045	631,435,136
1947	335,330,528	429,998,475	765,329,003	393,078,056	121,081,083	1,279,488,142
1948	279,837,012	343,160,770	622,997,782	316,102,194	66,587,973	1,005,687,949
1949	205,022,791	228,147,610	433,170,401	341,661,414	67,316,838	842,148,653
1950	179,324,979	217,245,845	396,570,824	350,225,624	47,005,720	793,802,168
1951	339,906,800	386,811,209	726,718,009	499,004,508	80,016,841	1,305,739,358
1952	243,976,057	313,753,917	557,729,974	476,163,673	89,706,497	1,123,600,144

①—Includes used passenger cars and trucks, trailers, parts for assembly, garage equipment.

1952 Truck Exports Surpass Passenger Cars

	Number	Value (000)
Passenger Cars, New	141,026	$243,976
Passenger Cars, Used	4,254	6,043
Motor Trucks, New	151,014	293,563
Buses, New	4,453	20,191
Trucks and Buses, Used	3,203	5,173
Truck Trailers, 5 Tons and Up	1,914	7,375
Trailers, Other, Including House	1,874	2,667
Engines for Assembly	28,281	6,467
Bodies for Assembly	11,252	5,825
Parts for Assembly	—	162,477
Lubrication	—	5,021
Gasoline and Oil Pumps	12,560	2,848
Other Service Appliances	—	10,440
Tires and Inner Tubes	—	83,405
Tire Sundries	—	6,301
Spark Plugs	14,919,686	4,451
Knee Action Springs, Repl.	1,048,081	$ 268
Leaf Springs, Repl.	19,741,738	4,235
Shock Absorbers, Pts, Repl.	—	3,286
M. V. Instruments, Pts., Repl.	—	913
Starting and Ignition Equipment	—	24,240
Batteries, 6 and 12 V.	429,492	6,362
Engines for Replacement	30,348	10,343
Bodies for Replacement	1,985	1,054
Heaters, Air Conditioners and Parts	—	1,692
Brake Lining	—	5,083
Clutch Lining	—	996
Brake Blocks	—	455
Parts for Trailers	—	2,427
Auto Accessories, N.E.S.*	—	6,932
Replacement Pts., N.E.S.*	—	189,091
Total	—	$1,123,600

SOURCE: U. S. Department of Commerce.

*—Not Elsewhere Specified.

South America is Largest Export Market

U. S. Motor Vehicle Exports, 1952

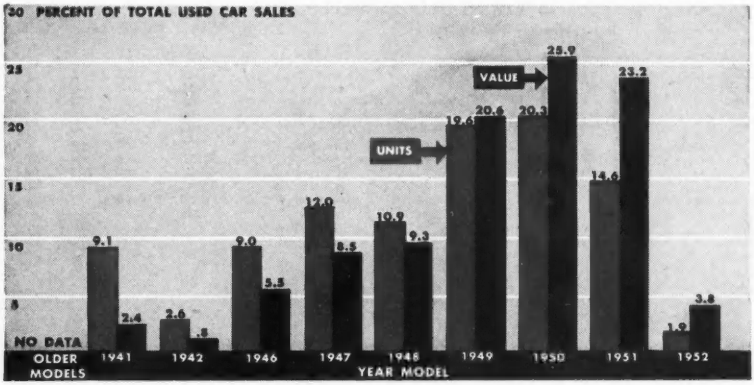
	Passenger Cars	Trucks	Buses	Total
NORTH & CENTRAL AMERICA				
Greenland	—	2	—	2
Canada	14,101	3,794	174	18,069
Miquelon	1	1	—	2
Mexico	17,218	17,638	557	35,413
Guatemala	625	817	36	1,478
Br. Honduras	4	15	—	19
Salvador	796	643	23	1,462
Honduras	416	676	9	1,101
Nicaragua	124	502	7	633
Costa Rica	457	782	5	1,244
Panama-CZ	2,019	322	71	2,412
Bermuda	2	9	—	11
Bahamas	14	53	—	67
Cuba	14,725	8,033	336	23,094
Jamaica	26	15	—	41
Haiti	512	501	5	1,018
Dom. Republic	729	1,280	34	2,043
Leeward Is.	2	2	—	4
Barbados	3	—	—	3
Trinidad	12	6	—	18
Netherlands Antilles	742	323	7	1,072
Fr. W. Indies	26	61	—	87
Total	**52,554**	**35,475**	**1,264**	**89,293**
SOUTH AMERICA				
Colombia	2,897	7,974	383	11,254
Venezuela	13,793	10,815	413	25,021
Br. Guiana	—	4	—	4
Surinam	115	62	9	186
Fr. Guiana	4	10	—	14
Ecuador	677	1,351	—	2,028
Peru	3,985	4,185	52	8,222
Bolivia	425	1,137	3	1,565
Chile	1,297	2,592	70	3,959
Brazil	11,194	23,256	720	35,170
Paraguay	323	254	1	578
Uruguay	519	3,037	25	3,581
Argentina	539	1,788	2	2,329
Total	**35,768**	**56,465**	**1,678**	**93,911**
ASIA				
Syria	646	561	100	1,307
Lebanon	761	338	21	1,120
Iran	212	346	—	558
Israel, Palestine	1,390	1,048	36	2,474
Jordan	34	44	1	79
Kuwait	405	1,088	3	1,496
Arabia	1,720	2,961	65	4,746
Aden	8	30	—	38
Bahrein	255	254	14	523
Afghanistan	81	466	—	547
India	889	4,290	72	5,251
Pakistan	296	1,198	8	1,502
Ceylon	173	339	52	564
Burma	112	308	—	420
Thailand	643	2,901	38	3,582
Indochina	72	682	—	754
Br. Malaya	349	280	—	629
Indonesia	891	5,541	319	6,751
Philippine Rep.	593	2,441	192	3,226
Macao	12	22	—	34
O. Port. Asia	7	51	—	58
Iraq	539	1,275	15	1,829
So. East Asia	3	—	—	3
Korea	2	1	2	5
Hong Kong	100	11	—	111
Taiwan	76	354	76	506
Japan	3,296	417	—	3,713
Total	**13,565**	**27,247**	**1,014**	**41,826**

	Passenger Cars	Trucks	Buses	Total
EUROPE				
Iceland	69	56	6	131
Sweden	1,960	1,017	—	2,977
Norway	457	147	2	606
Denmark	520	561	—	1,081
Un. Kingdom	224	5	—	229
Ireland	205	376	—	581
Netherlands	2,358	470	—	2,828
Belgium	14,601	8,609	222	23,432
France	1,330	37	—	1,367
Germany W.	87	10	—	97
Austria	49	29	—	78
Czechoslovakia	1	—	—	1
Switzerland	2,554	329	—	2,883
Finland	711	641	1	1,353
Poland	1	—	—	1
U.S.S.R.	1	—	—	1
Azores	1	—	—	1
Spain	172	728	4	904
Portugal	264	9	—	273
Malta	1	—	—	1
Italy	235	5	—	240
Trieste	74	—	—	74
Yugoslavia	328	234	1	563
Greece	107	83	12	202
Turkey	1,040	946	42	2,028
Estonia	—	1	—	1
Total	**27,350**	**14,293**	**290**	**41,933**
OCEANIA				
Australia	740	1,137	4	1,881
New Zealand	134	74	—	208
Br. W. Pac. Is.	2	7	—	9
Fr. Pac. Is.	63	121	—	184
W. Pac. Is.	—	1	—	1
Total	**939**	**1,340**	**4**	**2,283**
AFRICA				
Fr. Morocco	1,220	2,180	62	3,462
Tangier	362	74	—	436
Algeria	1	24	—	25
Tunisia	8	5	—	13
Libya	29	23	—	52
Egypt	1,029	1,454	80	2,563
Sudan	11	13	—	24
Canary Isls.	12	10	—	22
Sp. Morocco	50	—	—	50
Sp. Africa	—	35	1	36
Cameroon	42	270	3	315
Fr. Equat. Africa	9	128	—	137
Fr. West Africa	35	296	2	333
Gold Coast	93	8	—	101
Nigeria	354	532	—	886
Br. W. Africa	1	8	—	9
Madeira	1	3	—	4
Angola	203	883	2	1,088
Port. W. Africa	2	9	—	11
Liberia	132	272	1	405
Belgian Congo	1,803	5,200	39	7,042
Ethiopia	56	203	—	259
Fr. Somaliland	25	24	—	49
Br. Somaliland	—	9	—	9
E. It. Africa	7	4	—	11
Mozambique	40	115	—	155
Madagascar	29	163	—	192
Un. So. Africa	5,209	4,112	13	9,334
No. Rhodesia	16	11	—	27
So. Rhodesia	11	71	—	82
Br. E. Africa	60	55	—	115
Total	**10,850**	**16,194**	**203**	**27,247**
WORLD TOTAL	**141,026**	**151,014**	**4,453**	**296,493**

SOURCE: U. S. Department of Commerce.

1950 Model Used Cars Sold in Greatest Volume

Chart Shows Sales of Used Cars by Year Model During 1952 Expressed as Percent of Year's Total



SOURCE: National Automobile Dealers Association.

57% of New Cars Sold on Installments in 1952

Method of Financing	Percent of All Buyers 1947	1948	1949	1950	1951	1952
New Passenger Cars:						
Full Cash (Including Trade-In Allowance)	71%	66%	56%	54%	52%	41%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	29%	33%	43%	46%	47%	57%
Method Not Ascertained	②	1%	1%	②	1%	2%
Total	100%	100%	100%	100%	100%	100%
Used Passenger Cars:						
Full Cash (Including Trade-In Allowance)	63%	55%	47%	41%	39%	33%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	37%	42%	52%	57%	60%	65%
Method Not Ascertained	—	3%	1%	2%	1%	2%
Total	100%	100%	100%	100%	100%	100%
All Passenger Cars:						
Full Cash (Including Trade-In Allowance)	65%	59%	50%	47%	44%	35%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	35%	39%	49%	52%	55%	63%
Method Not Ascertained	②	2%	1%	1%	1%	2%
Total	100%	100%	100%	100%	100%	100%

① In the surveys for 1949 and later years a question was asked specifically in regard to other borrowing. This question was not asked in previous surveys.

② Less than one-half of one percent.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

11,500,000 New and Used Car Purchasers in 1952

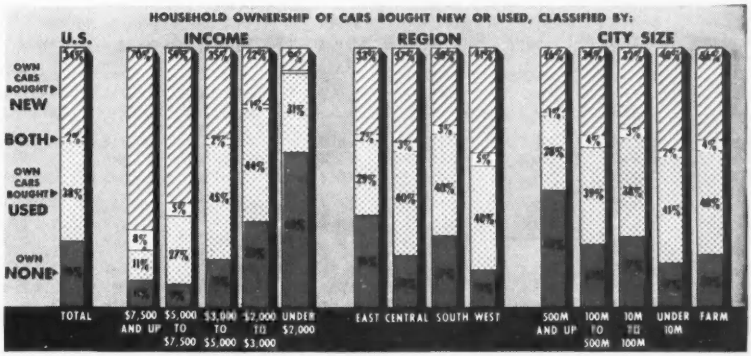
	1946	1947	1948	1949	1950	1951	1952
New	1,500,000	2,800,000	3,200,000	4,500,000	5,200,000	4,300,000	3,600,000
Used	3,500,000	4,500,000	5,600,000	6,900,000	7,500,000	7,200,000	7,900,000
Ratio: Used to New	2.33	1.61	1.81	1.53	1.44	1.67	2.19

Date for all years represent the number of spending units that bought cars during the year and still own them at the end of the year.

NOTE: Sales to business and government organizations are not included.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

16,000,000 Households Own Cars Bought New*



*There were 44,800,000 households in the U. S. at the time of the survey and 36 percent of them, or 16,000,000, owned cars bought new.

11% of Car Owners in U. S. Have More Than One Car

Percent of Car-Owning Families With More Than One Car

BY INCOME GROUP	Percent	BY REGION	Percent
$7,500 or more	27	East	7
$5,000 to $7,500	15	Central	12
$3,000 to $5,000	9	South	11
$2,000 to $3,000	9	West	16
Under $2,000	3	TOTAL U. S.	11

SOURCE: 1952 survey by Crowell-Collier Publishing Company.

31,000,000 Families in U. S. Own Automobiles

Time of Survey	FAMILIES① Total Number (000,000)	Percent Owning Automobiles	Number Owning② Automobiles (000,000)	SPENDING UNITS① Total Number (000,000)	Percent Owning Automobiles	Number Owning② Automobiles (000,000)
During 1941	*	51	*	*	*	*
Early 1948	42.6	54	23.0	49.0	50	24.5
Early 1949	44.0	56	24.6	50.6	51	25.8
Early 1950	45.2	60	27.1	52.0	55	28.6
Early 1951	45.9	65	29.8	52.0	60	31.2
Early 1952	47.0	65	30.6	52.8	60	31.7
Early 1953	48.1	65	31.3	54.0	60	32.4

① "Families" consist of all persons living in the same dwelling and related by blood, marriage, or adoption. "Spending Units" consist of all persons living in the same dwelling and related by blood, marriage, or adoption, who pooled their income for major items of expense. Many families contain two or more spending units.

② Calculated from preceding two columns by Automobile Manufacturers Association.

*Not Available.

SOURCE: "Survey of Consumer Finances", Federal Reserve Board; and Survey Research Center, University of Michigan. 1941 data is from "Family Spending and Saving During Wartime", BLS Bulletin No. 822, and differs from the Survey of Consumer Finances in definition and methodology.

Business Firms Bought 27% of New Cars Sold in Philadelphia in 1952

	1949 Number	%	1950 Number	%	1951 Number	%	1952 Number	%
Sold to Private Owners	48,069	81.8	61,931	82.0	50,685	77.2	41,989	72.8
Sold to Business Firms	10,703	18.2	13,553	18.0	14,937	22.8	15,698	27.2
Total	58,772	100.0	75,484	100.0	65,622	100.0	57,687	100.0

NOTE: Sales to business firms include all passenger cars registered in the names of such firms, including auto rental companies.

SOURCE: "The Philadelphia Inquirer", Triangle Publications, Inc.

DETROIT PUBLIC LIBRARY

New Motor Vehicle Registrations, 1941-1952

Passenger Cars

	1941	1947	1948	1949	1950	1951	1952
Jan.	297,558	209,063	274,978	273,161	381,562	472,766	301,379
Feb.	299,701	214,333	249,781	258,218	408,990	430,797	295,479
Mar.	419,396	264,714	311,650	360,584	495,885	512,599	322,857
Apr.	488,460	290,226	330,555	390,932	471,215	467,313	374,288
May	514,478	286,719	255,638	446,251	488,363	470,446	422,217
June	443,470	269,863	246,926	432,470	583,922	454,665	423,655
July	391,795	263,167	291,206	448,477	609,926	406,333	340,454
Aug.	246,595	264,866	317,788	478,556	683,995	424,422	215,668
Sept.	125,293	251,655	296,339	459,647	625,755	406,217	318,870
Oct.	165,485	281,428	291,442	465,765	580,373	373,162	383,385
Nov.	164,747	258,934	313,230	409,702	444,193	332,099	360,256
Dec.	174,188	312,263	311,419	414,579	552,259	310,084	399,906
Total*	**3,731,166**	**3,167,231**	**3,490,952**	**4,838,342**	**6,326,438**	**5,060,903**	**4,158,394**

Commercial Cars and Trucks

	1941	1947	1948	1949	1950	1951	1952
Jan.	50,830	62,477	69,486	66,423	67,925	88,058	59,661
Feb.	50,124	63,752	74,326	67,537	71,698	78,581	59,285
Mar.	62,413	79,344	94,806	87,165	96,266	86,287	63,364
Apr.	64,236	85,148	108,168	78,857	92,241	84,961	73,461
May	64,177	76,901	100,614	86,375	90,786	90,627	71,690
June	62,265	65,458	87,117	79,069	91,512	87,461	71,471
July	67,412	71,647	94,036	76,866	117,040	84,021	72,134
Aug.	56,191	75,912	91,923	85,539	126,533	87,646	57,786
Sept.	43,892	69,899	85,108	89,228	113,784	84,814	65,381
Oct.	41,352	87,167	84,284	86,398	101,169	92,281	77,486
Nov.	36,799	73,737	75,024	79,699	84,167	76,517	70,477
Dec.	41,006	67,690	70,282	78,805	89,186	62,596	69,949
Total*	**640,697**	**879,132**	**1,035,174**	**961,961**	**1,142,307**	**1,003,850**	**812,099**

Total Cars and Trucks

	1941	1947	1948	1949	1950	1951	1952
Jan.	348,388	271,540	344,464	339,584	449,487	560,824	361,020
Feb.	349,825	278,085	324,107	325,755	480,688	509,378	354,764
Mar.	481,809	344,058	406,456	447,749	592,151	598,886	386,221
Apr.	552,696	375,374	438,723	469,789	563,456	552,274	448,749
May	578,655	363,620	356,252	532,626	579,149	561,073	493,907
June	505,735	335,321	334,043	511,539	675,434	542,126	495,126
July	459,207	334,814	385,242	525,343	726,966	490,354	412,588
Aug.	302,786	340,778	409,711	564,095	810,528	512,068	273,454
Sept.	169,185	321,554	381,447	548,875	739,539	491,031	384,251
Oct.	206,837	368,595	375,726	552,163	681,542	465,443	460,871
Nov.	201,546	332,671	388,254	489,401	528,360	408,616	430,733
Dec.	215,194	379,953	381,701	493,384	641,445	372,680	469,855
Total*	**4,371,863**	**4,046,363**	**4,526,126**	**5,800,303**	**7,468,745**	**6,064,753**	**4,970,493**

*Annual totals do not always equal sum monthly data due to year end corrections which cannot be assigned to any particular months.

SOURCE: R. L. Polk and Company.

New Motor Vehicle Registrations

	Passenger Cars		Motor Trucks		Total	
	1951	1952	1951	1952	1951	1952
Ala.	64,420	51,074	23,294	17,721	87,714	68,795
Ariz.	22,040	18,791	7,079	6,611	29,119	25,402
Ark.	37,534	28,709	20,617	16,890	58,151	45,599
Calif.	392,682	346,929	63,284	58,661	455,966	405,590
Colo.	43,172	34,946	12,669	10,892	55,841	45,838
Conn.	73,246	63,768	8,229	7,324	81,475	71,092
Del.	15,277	12,329	2,748	2,383	18,025	14,712
Fla.	94,103	80,905	22,499	19,980	116,602	100,885
Ga.	93,854	72,240	29,549	21,464	123,403	93,704
Idaho	23,151	18,735	8,036	6,612	31,187	25,347
Ill.	350,846	295,729	45,205	34,479	396,051	330,208
Ind.	159,446	122,339	29,736	21,374	189,182	143,713
Iowa	95,638	71,700	22,231	15,914	117,869	87,614
Kan.	76,047	63,172	19,522	18,108	95,569	81,280
Ky.	62,832	51,716	18,897	15,634	81,729	67,350
La.	59,212	53,850	19,467	15,714	78,679	69,564
Maine	22,467	16,967	5,624	5,216	28,091	22,183
Md.	78,073	66,831	11,187	9,586	89,260	76,417
Mass.	137,643	115,195	14,697	12,974	152,340	128,169
Mich.	343,779	287,842	40,938	33,711	384,717	321,553
Minn.	112,416	91,598	20,044	16,404	132,460	108,002
Miss.	42,386	33,681	20,524	16,054	62,910	49,735
Mo.	140,397	96,788	33,461	22,582	173,858	119,370
Mont.	24,735	20,160	8,866	7,664	33,601	27,824
Neb.	55,510	43,907	16,922	13,115	72,432	57,022
Nev.	6,173	5,794	1,874	1,841	8,047	7,635
N. H.	16,226	14,095	3,249	2,711	19,475	16,806
N. J.	179,333	148,936	24,870	18,783	204,203	167,719
N. M.	18,512	15,462	6,501	5,885	25,013	21,347
N. Y.	420,720	342,044	49,840	41,788	470,560	383,832
N. C.	98,339	78,399	29,093	23,696	127,432	102,095
N. D.	23,213	18,091	7,252	5,932	30,465	24,023
Ohio	315,606	257,446	45,467	36,090	361,073	293,536
Okla.	69,112	55,962	22,270	18,750	91,382	74,712
Ore.	58,446	51,215	14,636	12,712	73,082	63,927
Pa.	367,310	302,867	53,383	40,949	420,693	343,816
R. I.	24,516	20,027	2,926	2,384	27,442	22,411
S. C.	49,138	37,789	14,794	12,151	63,932	49,940
S. D.	22,403	17,678	6,980	5,485	29,383	23,163
Tenn.	70,924	59,426	21,854	18,117	92,778	77,543
Texas	288,935	238,687	88,701	68,793	377,636	307,480
Utah	21,923	18,190	5,743	4,944	27,666	23,134
Vt.	11,457	8,818	2,693	2,527	14,150	11,345
Va.	104,683	89,228	22,082	18,315	126,765	107,543
Wash.	70,792	56,449	14,141	11,632	84,933	68,081
W. Va.	41,345	32,631	11,052	7,929	52,397	40,560
Wisc.	121,821	97,225	21,185	16,745	143,006	113,970
Wyo.	12,837	11,104	5,069	4,440	17,906	15,544
D. of C.	26,233	20,930	2,870	2,433	29,103	23,363
Total	**5,060,903**	**4,158,394**	**1,003,850**	**812,099**	**6,064,753**	**4,970,493**

SOURCE: R. L. Polk and Company.

Automotive Retailer Sales $38 Billion in 1952

Old Series*	Motor Vehicle Dealers (Million)	Parts and Accessories Stores (Million)	Gasoline Service Stations (Million)	Total (Million)
1929	$ 6,432	$ 599	$ 1,787	$ 8,818
1935	3,863	374	1,968	6,205
1939	5,025	524	2,822	8,371
1941	8,185	704	3,466	12,355
1944	4,420	739	2,812	7,971
1945	5,000	855	3,284	9,139
1946	10,647	1,275	4,511	16,433
1947	15,804	1,278	5,482	22,564
1948	18,744	1,360	6,483	26,587
1949	21,669	1,271	6,957	29,897
1950	26,702	1,587	7,553	35,842
1951	25,634	1,682	8,390	35,706

New Series*	Motor Vehicle and Other Automotive Dealers (Million)	Tire, Battery & Accessory Dealers (Million)	Gasoline Service Stations (Million)	Total (Million)
1951	$26,282	$ 1,874	$ 9,151	$37,307
1952	26,393	1,944	9,976	38,313

*A revised method of estimating retail sales was introduced in 1952. A one-year overlap of the new and old series is available for 1951.

NOTE: Does not include parts, accessory, and gasoline sales by stores where other classes of merchandise are the principal products sold, such as general stores. Data above includes any non-automotive products which are sold by automotive retail stores.

Rail Revenues From Auto Freight $821 Million in 1952

Automotive Rail Freight by Commodity Groups, 1952

	Carloads*		Carloads*
Motor Vehicles, Parts, Tires	720,000	Road and Fuel Oil	20,000
Gasoline	387,000	Rubber	34,000
Crude Petroleum	47,000	Cement for Roads, Bridges	500,000
Lubricating Oil	88,000	Asphalt for Roads	110,000
Iron and Steel	260,000	Gravel, Sand, Stone, Brick	830,000
Iron Ore	276,000	Miscellaneous, such as non-ferrous metals, paints, upholstery, scrap steel	163,000
Coal and Coke	194,000		
Lumber	15,000		
		Total Automotive Freight Carloads	**3,644,000**
		Rail Revenues from Automotive Freight	**$821,000,000**

*Partly estimated by Automobile Manufacturers Association.

Shipments of Motor Vehicles by Types of Transportation

From Factories and Assembly Plants in United States, Including Exports

Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat	Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat
1933	198,827	930,303	126,258	1941	448,043	2,756,974	287,703
1934	318,294	1,209,291	154,540	1946	290,974	1,661,637	169,664
1935	401,547	1,899,974	272,458	1947	378,861	2,822,773	286,188
1936	448,685	2,237,432	311,436	1948	356,477	3,289,641	331,815
1937	476,221	2,452,300	340,773	1949	372,739	4,167,269	490,273
1938	224,955	1,330,334	151,632	1950	389,556	5,776,706	585,356
1939	313,204	1,996,629	208,549	1951	303,502	4,966,709	468,716
1940	402,819	2,618,484	274,431	1952	192,027	4,321,273	377,424

SOURCE: U. S. Department of Commerce.

13,400,000 Pre-War Cars Still in Use

Passenger Car Registrations by Year Model, as of July 1 Each Year, in Thousands of Units

Year Model	1941	1946	1947	1948	1949	1950	1951	1952
1952	—	—	—	—	—	—	—	1,831
1951	—	—	—	—	—	—	2,858	5,387
1950	—	—	—	—	—	2,989	6,114	6,202
1949	—	—	—	—	2,638	4,935	4,988	4,969
1948	—	—	—	1,673	2,981	3,033	2,964	2,943
1947	—	—	1,367	3,100	3,066	3,052	2,987	2,953
1946	—	448	2,056	2,048	2,047	2,032	1,975	1,942
1942	—	997	1,065	1,012	1,006	999	966	892
1941	3,240	4,107	4,086	4,004	4,005	3,955	3,761	3,456
1940	3,112	3,182	3,113	3,093	3,089	3,033	2,794	2,496
1939	2,402	2,426	2,379	2,345	2,326	2,244	1,996	1,687
1938	1,733	1,736	1,679	1,662	1,621	1,490	1,244	973
1937	3,481	3,390	3,304	3,186	3,075	2,709	2,126	1,541
1936	3,175	2,893	2,790	2,657	2,495	2,074	1,493	996
1935	2,139	1,675	1,592	1,490	1,335	1,053	688	430
1934	1,591	1,021	967	886	762	567	1,451*	207
1933	1,120	607	568	509	435	1,657*	—	768*
1932	735	369	346	317	1,738*	—	—	—
1931	1,211	626	596	1,732*	—	—	—	—
1930	1,205	592	1,377*	—	—	—	—	—
1929	1,278	889*	—	—	—	—	—	—
1928	561	—	—	—	—	—	—	—
1927	502*	—	—	—	—	—	—	—
Not Known	215	185	236	253	112	100	110	99
Total	**27,700**	**25,143**	**27,521**	**29,968**	**32,731**	**35,922**	**38,516**	**39,770**

*—Includes all earlier year models.

NOTE: Due to technical problems encountered in the compilation of this data, there are some instances where registrations for certain year models are higher in one year than in the previous year.

SOURCE: R. L. Polk & Company.

215,310 Automobiles Stolen in 1952

Year	Estimated No. Auto Thefts①	Percent Recovery②	Year	Estimated No. Auto Thefts①	Percent Recovery②
1941	190,059	95.3	1947	184,730	94.1
1942	167,625	97.9	1948	169,540	93.1
1943	187,751	96.8	1949	163,140	93.1
1944	203,036	97.3	1950	170,780	91.7
1945	241,491	95.1	1951	196,960	91.8
1946	229,920	94.7	1952	215,310	92.4

①—Based on reports submitted to the FBI by law enforcement agencies. Includes estimates for non-reporting agencies.

②—Derived from total thefts and total recoveries reported by a representative number of agencies.

SOURCE: Federal Bureau of Investigation.

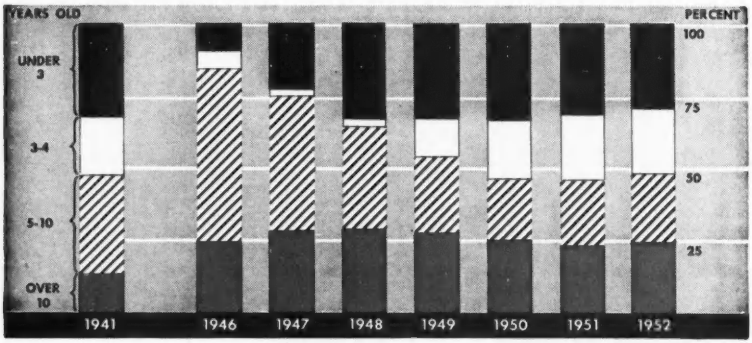
1,113,077 Parking Meters Yield $76,134,739

Population Group	Estimated Total Number of Meters in All Places Having Parking Meters	Estimated Total Annual Revenue	Population Group	Estimated Total Number of Meters in All Places Having Parking Meters	Estimated Total Annual Revenue
Under 2,500	48,117	$ 2,552,126	100,000-250,000	90,972	$ 7,543,398
2,500-5,000	114,259	5,567,841	250,000-500,000	59,697	5,353,030
5,000-10,000	196,630	10,936,561	500,000-1,000,000	59,705	4,916,110
10,000-25,000	258,585	17,436,387	1,000,000 or more	16,964	1,472,136
25,000-50,000	144,823	10,832,760			
50,000-100,000	123,325	9,524,390	**Total**	**1,113,077**	**$76,134,739**

NOTE: Off-street parking meters are not included.

SOURCE: "Parking Meters: Their Number, Revenue, and Use", a joint study in 1952 by the American Municipal Association, the Highway Research Board, and the Bureau of Public Roads.

2.3 Million Trucks Are Pre-War Models

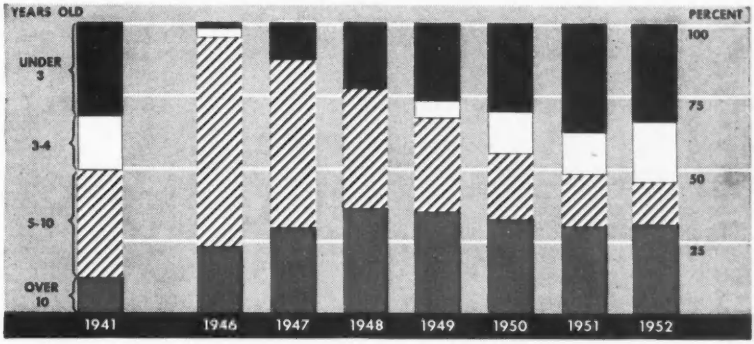


Number and Percent of Motor Trucks in Use by Age Groups as of July 1

Age in Years①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.	1951 Number (000)	1951 Percent Simple	1951 Percent Cum.	1952 Number (000)	1952 Percent Simple	1952 Percent Cum.
Under 1	467	10.4	100.0	511	6.4	100.0	367	4.4	100.0
1-2	552	12.3	89.6	1,092	13.6	93.6	996	12.0	95.6
2-3	438	9.8	77.3	945	11.8	80.0	1,103	13.2	83.7
3-4	334	7.5	67.5	971	12.1	68.2	935	11.2	70.4
4-5	553	12.3	60.0	787	9.8	56.1	954	11.4	59.2
5-6	515	11.5	47.7	717	9.0	46.2	762	9.1	47.8
6-7	332	7.4	36.2	158	2.0	37.3	692	8.3	38.7
7-8	249	5.6	28.8	70	.9	35.3	148	1.8	30.4
8-9	124	2.8	23.2	24	.3	34.4	64	.8	28.6
9-10	90	2.0	20.4	243	3.0	34.1	23	.3	27.8
10-11	163	3.6	18.4	534	6.7	31.1	222	2.7	27.6
11-12	164	3.7	14.8	382	4.8	24.4	476	5.7	24.9
12-13	202	4.5	11.1	286	3.6	19.7	336	4.0	19.2
13-14	103	2.3	6.6	200	2.5	16.1	246	3.0	15.2
14-15	192*	4.3*	4.3*	305	3.8	13.6	167	2.0	12.2
15-16	—	—	—	253	3.2	9.8	250	3.0	10.2
16-17	—	—	—	144	1.8	6.6	200	2.4	7.2
17-18	—	—	—	386*	4.8*	4.8*	112	1.3	4.8
18-19	—	—	—	—	—	—	71	.9	3.5
19 and Older	—	—	—	—	—	—	221	2.7	2.6
Sub-total	4,479	100.0	—	8,008	100.0	—	8,344	100.0	—
Year not given	73	—	—	57	—	—	76	—	—
TOTALS	4,552	—	—	8,065	—	—	8,420	—	—
Average Age	**5.6 Years**			**6.6 Years**			**6.6 Years**		

① Each class interval includes the lower, but not the higher, age given.
*Includes cars in older age groups.
SOURCE: R. L. Polk and Company.

One-Third of Passenger Cars Are Pre-War Models



Number and Percent of Passenger Cars in Use by Age Groups as of July 1

Age in Years①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.	1951 Number (000)	1951 Percent Simple	1951 Percent Cum.	1952 Number (000)	1952 Percent Simple	1952 Percent Cum.
Under 1	3,240	11.8	100.0	2,858	7.4	100.0	1,831	4.6	100.0
1-2	3,112	11.3	88.2	6,114	15.9	92.6	5,387	13.6	95.4
2-3	2,402	8.7	76.8	4,988	13.0	76.6	6,202	15.6	81.8
3-4	1,733	6.3	68.1	2,964	7.7	63.6	4,969	12.5	66.2
4-5	3,481	12.7	61.8	2,987	7.8	55.9	2,943	7.4	53.7
5-6	3,175	11.6	49.2	1,975	5.1	48.2	2,953	7.4	46.2
6-7	2,139	7.8	37.7	0	0	43.0	1,942	4.9	38.8
7-8	1,591	5.8	29.8	0	0	43.0	0	0	33.9
8-9	1,120	4.1	24.1	0	0	43.0	0	0	33.9
9-10	735	2.7	20.0	966	2.5	43.0	0	0	33.9
10-11	1,211	4.4	17.3	3,761	9.8	40.5	892	2.2	33.9
11-12	1,205	4.4	12.9	2,794	7.3	30.7	3,456	8.7	31.6
12-13	1,278	4.6	8.5	1,996	5.2	23.4	2,496	6.3	22.9
13-14	561	2.0	3.9	1,244	3.2	18.2	1,687	4.3	16.6
14-15	502*	1.8*	1.8*	2,126	5.5	15.0	973	2.5	12.4
15-16	—	—	—	1,493	3.9	9.5	1,541	3.9	9.9
16-17	—	—	—	688	1.8	5.6	996	2.5	6.1
17-18	—	—	—	1,451*	3.8*	3.8*	430	1.1	3.5
18-19	—	—	—	—	—	—	207	.5	2.5
19 and Older	—	—	—	—	—	—	768	1.9	1.9
Sub-total	27,485	100.0	—	38,406	100.0	—	39,671	100.0	—
Year not given	215	—	—	110	—	—	99	—	—
TOTALS	27,700	—	—	38,516	—	—	39,770	—	—
Average Age	**5.5 Years**			**7.1 Years**			**6.8 Years**		

① Each class interval includes the lower, but not the higher, age given.
*Includes cars in older age groups.
SOURCE: R. L. Polk and Company.

Motor Vehicle Registrations in United States

Privately Owned Vehicles

Year Dec. 31	Passenger Cars	Buses①	Trucks Number	Trucks % of Total	Total
1895	4	—	—	—	4
1896	16	—	—	—	16
1897	90	—	—	—	90
1898	800	—	—	—	800
1899	3,200	—	—	—	3,200
1900	8,000	—	—	—	8,000
1901	14,800	—	—	—	14,800
1902	23,000	—	—	—	23,000
1903	32,920	—	—	—	32,920
1904	54,590	—	700	1.3	55,290
1905	77,400	—	1,400	1.8	78,800
1906	105,900	—	2,200	2.0	108,100
1907	140,300	—	2,900	2.0	143,200
1908	194,400	—	4,000	2.0	198,400
1909	305,950	—	6,050	1.9	312,000
1910	458,377	—	10,123	2.2	468,500
1911	618,727	—	20,773	3.2	639,500
1912	901,596	—	42,404	4.5	944,000
1913	1,190,393	—	67,667	5.4	1,258,060
1914	1,664,003	—	99,015	5.6	1,763,018
1915	2,332,426	—	158,506	6.4	2,490,932
1916	3,367,889	—	250,048	6.9	3,617,937
1917	4,727,468	—	391,057	7.6	5,118,525
1918	5,554,952	—	605,496	9.8	6,160,448
1919	6,679,133	—	897,755	11.8	7,576,888
1920	8,131,522	—	1,107,639	12.0	9,239,161
1921	9,212,158	—	1,281,508	12.2	10,493,666
1922	10,704,076	—	1,569,523	12.8	12,273,599
1923	13,253,019	—	1,849,086	12.2	15,102,105
1924	15,436,102	—	2,176,838	12.4	17,612,940
1925	17,439,701	17,808	2,483,215	12.5	19,940,724
1926	19,220,885	24,320	2,807,354	12.7	22,052,559
1927	20,142,120	27,659	2,969,780	12.8	23,139,559
1928	21,308,159	31,982	3,171,542	12.9	24,511,683
1929	23,060,421	33,999	3,408,088	12.9	26,502,508
1930	22,972,745	40,507	3,518,747	13.3	26,531,999
1931	22,330,402	41,880	3,489,756	13.5	25,862,038
1932	20,832,357	43,476	3,256,776	13.5	24,132,609
1933	20,586,284	44,918	3,245,505	13.6	23,876,707
1934	21,472,078	51,530	3,430,396	13.7	24,954,004
1935	22,494,884	58,994	3,675,865	14.0	26,229,743
1936	24,108,236	62,618	4,001,464	14.2	28,172,318
1937	25,390,773	66,166	4,249,219	14.3	29,706,158
1938	25,167,030	65,198	4,210,477	14.3	29,442,705
1939	26,139,526	68,859	4,406,702	14.4	30,615,087
1940	27,372,397	72,641	4,590,386	14.3	32,035,424
1941	29,524,101	88,800	4,859,244	14.1	34,472,145
1942	27,868,746	102,093	4,608,086	14.1	32,578,925
1943	25,912,730	106,702	4,480,176	14.7	30,499,608
1944	25,466,331	106,518	4,513,344	15.0	30,086,189
1945	25,691,434	112,253	4,834,742	15.8	30,638,429
1946	28,100,188	119,937	5,725,692	16.9	33,945,817
1947	30,718,852	128,983	6,512,628	17.4	37,360,463
1948	33,213,905	132,603	7,209,961	17.8	40,556,469
1949	36,312,380	135,002	7,692,569	17.4	44,139,951
1950	40,185,146	143,206	8,272,153②	17.0	48,600,505
1951	42,525,217	143,290	8,657,931②	16.9	51,326,438
1952	43,646,343	144,439	8,853,535②	16.8	52,644,317

Privately and Publicly* Owned Vehicles

1942	27,976,259	139,274	4,887,067	14.8	33,002,600
1943	26,009,073	152,324	4,726,737	15.3	30,888,134
1944	25,566,464	152,592	4,760,250	15.6	30,479,306
1945	25,793,493	162,125	5,079,802	16.4	31,035,420
1946	28,213,336	173,585	5,986,081	17.4	34,373,002
1947	30,845,350	187,457	6,808,691	18.0	37,841,498
1948	33,350,894	196,726	7,537,911	18.4	41,085,531
1949	36,453,351	208,929	8,028,016	18.0	44,690,296
1950	40,333,591	223,652	8,637,969②	17.6	49,195,212
1951	42,682,591	230,461	9,035,754②	17.4	51,948,806
1952	43,810,531	240,142	9,243,820②	17.3	53,294,493
1953 (Preliminary)	45,035,000	250,000	9,460,000	17.3	54,745,000

*Excludes Military Vehicles. ① Incomplete. Many states did not segregate buses from passenger cars or trucks in earlier years. Includes municipally-owned buses engaged in public transit. ② Includes farm trucks registered at a nominal fee in 5 states and restricted to use in vicinity of owners' farm. There were 35,923 such trucks in the 1952 count.

SOURCE: U. S. Bureau of Public Roads 1900 to date. Prior to 1900 estimated by Automobile Manufacturers Association.

1952 Car, Truck and Bus Registrations by States

State	PRIVATELY OWNED Passenger Cars	Buses[2]	Motor Trucks[2]	Total	PRIVATELY AND PUBLICLY-OWNED[1] Passenger Cars	Buses	Motor Trucks[2]	Total
Ala.	595,563	2,504	166,598	764,665	597,791	5,911	173,583	777,285
Ariz.	249,729	958	72,058	322,745	251,764	1,598	76,692	330,054
Ark.	336,927	1,023	160,162	498,112	337,690	3,866	163,725	505,281
Calif.	4,397,244	7,321	686,051	5,090,616	4,417,124	12,615	724,587	5,154,326
Colo.	473,341	1,525	136,285	611,151	475,424	2,458	143,745	621,627
Conn.	687,496	3,026	96,694	787,216	690,909	3,176	101,059	795,144
Del.	96,812	465	23,502	120,779	97,477	488	24,267	122,232
Fla.	970,580	1,934	190,033	1,162,547	973,819	5,493	199,370	1,178,682
Ga.	798,834	3,705	207,792	1,010,331	800,463	6,170	215,089	1,021,722
Idaho	208,889	298[6]	76,046	285,233	209,799	837[6]	79,893	290,529
Ill.[3]	2,451,260	6,650	361,708	2,819,618	2,456,841	10,245	374,039	2,841,125
Ind.	1,257,462	7,491	253,473	1,518,426	1,260,635	8,549	260,692	1,529,876
Iowa	883,298	1,000	193,581	1,077,879	885,492	3,875	200,991	1,090,358
Kan.	693,663	993	215,345	910,001	696,360	2,018	223,098	921,476
Ky.	662,598	2,819	181,705	847,122	664,514	4,454	186,961	855,929
La.	583,056	4,001	160,705	747,762	585,498	4,534	165,558	755,590
Maine	219,611	1,064	62,578[7]	283,253	220,566	1,423	65,536[7]	287,525
Md.	656,831	4,549	111,727	773,107	659,760	4,881	114,904	779,545
Mass.	1,189,133	7,938	164,003	1,361,074	1,194,274	7,998	173,786	1,376,058
Mich.	2,223,742	7,123	309,691	2,540,556	2,229,775	10,738	326,115	2,566,628
Minn.	993,443	3,814	208,240	1,205,497	995,404	6,136	215,661	1,217,201
Miss.	356,152	2,404	157,181	515,737	356,813	5,014	162,235	524,062
Mo.	1,043,688	4,619	274,359	1,322,666	1,045,887	5,927	280,933	1,332,747
Mont.	192,810	691	83,371	276,872	194,109	974	87,495	282,578
Neb.	472,373	823	139,927	613,123	473,735	1,175	144,783	619,693
Nev.	70,335	202	20,894	91,431	71,019	351	22,808	94,178
N. H.	145,062	887	35,382	181,331	145,995	939	38,436	185,370
N. J.	1,508,767	7,106	224,380	1,740,253	1,513,838	7,462	235,248	1,756,548
N. M.	196,589	1,870	68,388	266,847	197,891	2,016	71,941	271,848
N. Y.	3,481,285	11,443	457,143	3,949,871	3,494,828	17,807	481,857	3,994,492
N. C.	920,241	2,728	227,769	1,150,738	923,460	10,611	236,944	1,171,015
N. D.	193,084	179	89,071	282,334	193,754	334	91,040	285,128
Ohio	2,630,510	5,099	358,066	2,993,675	2,636,775	12,093	372,765	3,021,633
Okla.	656,463	1,624	219,754	877,841	658,908	5,982	226,583	891,473
Ore.[4]	624,091	1,404	73,250	698,745	630,285	2,970	78,727	711,982
Pa.	2,753,058	10,560	469,440	3,233,058	2,763,668	11,357	491,805	3,266,830
R. I.	235,228	579	34,426	270,233	236,388	668	35,871	272,927
S. C.	546,852	2,041	123,807	672,700	549,117	5,424	131,729	686,270
S. D.	217,969	300	77,764	296,033	218,821	632	80,456	299,909
Tenn.	719,184	2,239	194,084	915,507	723,790	4,281	205,829	933,900
Texas	2,447,250	5,227	661,210	3,113,687	2,454,808	15,262	685,267	3,155,337
Utah	216,286	432	51,957	268,675	217,390	995	54,928	273,313
Vt.[5]	109,458	576	14,498	124,532	109,775	721	15,379	125,875
Va.	830,716	3,297	184,779	1,018,792	835,635	5,759	192,617	1,034,011
Wash.	796,507	1,136	168,931	966,574	802,230	3,589	183,030	988,849
W. Va.	374,315	1,330	115,172	490,817	376,278	2,947	118,088	497,313
Wisc.	1,003,152	2,661	227,245	1,233,058	1,005,313	4,296	239,656	1,249,265
Wyo.	107,043	704	44,779	152,526	107,822	994	47,281	156,097
D. of C.	168,363	2,077	18,531	188,971	170,820	2,099	20,738[8]	193,657
Total	**43,646,343**	**144,439**	**8,853,535**	**52,644,317**	**43,810,531**	**240,142**	**9,243,820**	**53,294,493**

(1)—Includes Federal, State, County and Municipal vehicles. Vehicles owned by the military services are not included.

(2)—Includes 35,923 farm trucks registered at a nominal fee and restricted to use in the vicinity of the owner's farm. These registrations in each state were as follows: Connecticut 5,661; New Hampshire 3,873; New Jersey 10,480; New York 13,965; Rhode Island 1,944.

(3)—Preliminary.

(4)—Trucks with gross weights of 4,500 pounds or less (about 70,000 units—A.M.A. estimate) are included with passenger cars.

(5)—Trucks under 1,500 pounds capacity (about 13,500 units—A.M.A. estimate) are included with passenger cars.

(6)—Privately owned school buses are included with trucks.

(7)—Commercial full trailers are included with trucks.

(8)—Includes 1,356 automobiles of the Diplomatic Corps.

(9)—Includes municipally-owned buses engaged in public transit.

SOURCE: U. S. Bureau of Public Roads (Table MV-1).

1952 Motor Vehicle Registra

One Passenger Car for Every 4

County, Principal City, State	REGISTRATIONS JULY 1, 1952 Passenger Cars*	Trucks*	County Population Jan. 1, 1952*	Number of Families** Jan. 1, 1952	Persons Per Pass. Car	Families Per Pass. Car
5 Boroughs, New York, N. Y.	1,128,750	124,142	8,022,700	2,494,700	7.1	2.2
Cook, Chicago, Illinois	1,080,676	116,370	4,607,100	1,419,200	4.3	1.3
Los Angeles①, Los Angeles, California	1,679,071	205,745	4,540,500	1,551,100	2.8	.9
Wayne, Detroit, Michigan	758,876	79,546	2,523,300	718,300	3.3	.9
Philadelphia, Phila., Pa.	369,032	55,875	2,104,900	608,400	5.7	1.6
Allegheny, Pittsburgh, Pa.	337,072	47,530	1,530,300	437,300	4.5	1.3
Cuyahoga, Cleveland, Ohio	422,623	42,477	1,427,400	425,100	3.4	1.0
St. Louis, St. Louis, Mo.	314,027	53,754	1,334,900	407,300	4.3	1.3
Baltimore, Baltimore, Md.	259,920	35,690	1,301,800	367,500	5.0	1.4
Middlesex①, Lowell, Mass.	270,417	34,268	1,091,600	304,200	4.0	1.1
Essex, Newark, N. J.	241,035	34,958	941,600	276,900	3.9	1.1
Erie, Buffalo, N. Y.	247,420	29,058	929,200	270,300	3.8	1.1
Harris, Houston, Texas	232,165	48,130	914,100	270,100	3.9	1.2
Suffolk, Boston, Mass.	145,369	26,669	896,300	255,300	6.2	1.8
Milwaukee, Milwaukee, Wisc.	238,807	27,528	859,800	264,100	3.6	1.1
Washington, D. C.	178,114	23,081	823,600	238,700	4.6	1.3
San Francisco, San Francisco, Cal.	215,972	41,591	799,100	280,400	3.7	1.3
Alameda①, Oakland, Cal.	254,468	35,353	788,900	263,600	3.1	1.0
King, Seattle, Wash.	225,773	34,959	765,200	256,700	3.4	1.1
Hamilton, Cincinnati, Ohio	186,907	24,032	748,300	235,100	4.0	1.3
Nassau, Hempstead, N. Y.	283,958	23,114	744,600	217,900	2.6	.8
Hennepin, Minneapolis, Minnesota	222,538	26,786	700,600	212,500	3.1	1.0
Dallas, Dallas, Texas	185,075	35,317	689,600	209,000	3.7	1.1
San Diego, San Diego, Cal.	205,780	29,383	681,000	221,600	3.3	1.1
Hudson, Jersey City, N. J.	125,882	17,097	663,600	199,000	5.3	1.6
Westchester, Yonkers, N. Y.	180,910	18,610	641,900	187,600	3.5	1.0
DeKalb-Fulton, Atlanta, Ga.	169,611	30,274	634,300	181,100	3.7	1.1
Clay-Jackson, Kansas City, Missouri	163,845	27,631	615,300	204,700	3.8	1.2
Dade, Miami, Florida	188,337	28,526	600,100	182,700	3.2	1.0
Orleans Parish, New Orleans, La.	110,432	18,398	590,600	172,600	5.3	1.6
Bergen, Hackensack, N. J.	189,339	19,177	587,000	177,600	3.1	.9
Marion, Indianapolis, Ind.	176,590	29,425	583,500	182,300	3.3	1.0
Providence, Providence, R. I.	165,049	22,622	583,500	172,700	3.5	1.0
Jefferson, Birmingham, Ala.	114,073	22,917	582,700	162,900	5.1	1.4
Hartford, Hartford, Conn.	161,566	22,930	562,300	161,400	3.5	1.0
New Haven①, New Haven, Conn.	146,121	23,414	560,100	163,100	3.8	1.1
Worcester, Worcester, Mass.	140,500	20,481	557,800	160,100	4.0	1.1
Franklin, Columbus, Ohio	157,651	23,540	532,800	156,400	3.4	1.0
Essex, Lynn, Mass.	130,508	17,238	532,200	160,200	4.1	1.2
Fairfield, Bridgeport, Conn.	165,195	21,460	528,300	153,000	3.2	.9
Bexar, San Antonio, Texas	129,477	23,588	526,900	137,200	4.1	1.1
Shelby, Memphis, Tenn.	106,212	18,631	512,800	144,300	4.8	1.4
Monroe, Rochester, N. Y.	143,426	15,767	501,800	153,600	3.5	1.1
Jefferson, Louisville, Ky.	113,312	19,812	496,700	147,500	4.4	1.3
Multnomah, Portland, Ore.	165,663	30,065	491,400	168,100	3.0	1.0
Oakland, Pontiac, Mich.	150,113	15,065	449,600	126,500	3.0	.8
Denver, Denver, Colorado	148,491	23,325	448,300	145,300	3.0	1.0
Norfolk, Norfolk, Va.	84,101	12,203	442,800	122,100	5.3	1.5
Trumbull-Mahoning, Youngstown, Ohio	121,229	14,956	428,800	120,100	3.5	1.0
Summit, Akron, Ohio	127,978	15,688	428,500	127,000	3.3	1.0
Union, Elizabeth, N. J.	129,887	13,790	426,800	124,500	3.3	1.0
Montgomery, Dayton, Ohio	129,686	14,754	423,300	124,100	3.3	1.0
Norfolk, Quincy, Mass.	117,806	10,571	411,800	116,000	3.5	1.0
Tarrant, Ft. Worth, Texas	121,637	20,923	408,100	122,800	3.4	1.0
Lucas, Toledo, Ohio	126,360	13,603	407,300	122,700	3.2	1.0
Lake, Gary, Indiana	99,271	14,145	393,500	112,200	4.0	1.1
Bristol, Fall River-New Bedford, Mass.	96,714	13,819	388,800	116,400	4.0	1.2
Maricopa, Phoenix, Ariz.	106,047	27,308	386,000	110,600	3.6	1.0
Luzerne, Wilkes-Barre, Pa.	84,572	14,089	382,500	106,100	4.5	1.3
Hampden, Springfield, Mass.	101,516	13,584	379,900	110,400	3.7	1.1

ra tions in 115 Leading Counties

ry 4 **Persons, or Every 1.2 Families**

County, Principal City, State	REGISTRATIONS JULY 1, 1952 Passenger Cars*	Trucks*	County Population Jan. 1, 1953*	Number of Families** Jan. 1, 1953	Persons Per Pass. Car	Families Per Pass. Car
Montgomery, Norristown, Pa.	118,783	14,795	367,800	100,400	3.1	.8
Ramsey, St. Paul, Minn.	114,425	15,280	366,800	109,500	3.2	1.0
Oklahoma, Oklahoma City, Oklahoma	113,518	25,138	354,000	111,800	3.1	1.0
Onondaga, Syracuse, N. Y.	97,306	12,744	353,800	104,100	3.6	1.0
Passaic, Paterson, N. J.	96,367	14,030	353,600	108,800	3.7	1.1
Duval, Jacksonville, Fla.	81,396	15,867	339,200	94,700	4.2	1.2
Davidson, Nashville, Tenn.	76,343	14,241	335,900	94,000	4.4	1.2
Camden, Camden, N. J.	78,142	9,896	319,700	93,300	4.1	1.2
Westmoreland, N. Kensington, Pa.	74,698	12,812	315,600	87,800	4.2	1.2
Kent, Grand Rapids, Mich.	96,929	13,715	304,400	91,900	3.1	.9
Henrico, Richmond, Va.	73,418	16,542	303,700	84,100	4.1	1.1
Pierce, Tacoma, Wash.	76,560	13,557	300,400	88,600	3.9	1.2
Suffolk, Lindenhurst, N. Y.	106,273	15,987	297,600	80,700	2.8	.8
Stark, Canton, Ohio	88,954	12,842	296,400	86,000	3.3	1.0
Salt Lake, Salt Lake City, Utah	88,666	16,077	293,100	84,200	3.3	.9
Douglas, Omaha, Nebraska	83,792	12,620	291,400	88,300	3.5	1.1
Genesee, Flint, Mich.	90,681	10,106	287,200	83,700	3.2	.9
Hillsborough, Tampa, Fla.	76,583	16,690	280,800	81,500	3.7	1.1
Sedgwick, Wichita, Kansas	91,306	16,115	272,500	88,500	3.0	1.1
Tulsa, Tulsa, Oklahoma	90,015	19,606	271,000	85,100	3.0	.9
Berks, Reading, Pa.	72,498	12,433	257,800	75,500	3.6	1.0
Mobile, Mobile, Alabama	48,937	10,974	251,600	69,000	5.1	1.4
Lackawanna, Scranton, Pa.	49,983	9,521	250,600	71,500	5.0	1.4
Mercer, Trenton, N. J.	65,627	11,567	245,300	65,500	3.7	1.0
New Castle, Wilmington, Delaware	57,318	12,724	233,000	65,700	4.1	1.1
Knox, Knoxville, Tenn.	49,803	9,060	232,300	63,400	4.7	1.3
Polk, Des Moines, Iowa	68,956	11,929	232,200	74,300	3.4	1.1
Spokane, Spokane, Wash.	66,190	13,697	231,700	74,800	3.5	1.1
Oneida, Utica, N. Y.	58,287	9,504	229,300	66,200	3.9	1.1
Erie, Erie, Pa.	64,070	9,841	227,700	65,500	3.6	1.0
El Paso, El Paso, Texas	42,645	8,021	224,000	53,800	5.3	1.3
Hamilton, Chattanooga, Tennessee	45,029	8,680	220,600	64,900	4.9	1.4
St. Joseph, South Bend, Ind.	66,556	9,936	213,000	60,900	3.2	.9
St. Louis, Duluth, Minn.	59,531	11,033	212,700	64,900	3.6	1.0
Mecklenburg, Charlotte, N. C.	53,179	12,463	210,300	55,900	4.0	1.1
Pulaski, Little Rock, Ark.	47,315	10,547	202,500	60,200	4.3	1.3
Lehigh, Allentown, Pa.	50,961	8,903	201,100	57,700	3.9	1.1
Allen, Ft. Wayne, Ind.	58,104	8,638	194,000	59,400	3.3	1.0
Nueces, Corpus Christi, Texas	45,778	10,459	190,800	50,300	4.2	1.1
Caddo Parish, Shreveport, La.	50,979	10,911	183,500	52,800	3.6	1.0
E. Baton Rouge, Baton Rouge, La.	44,796	10,057	183,400	50,500	4.1	1.1
Peoria, Peoria, Ill.	53,373	8,465	179,500	55,000	3.4	1.0
Travis, Austin, Texas	42,902	8,595	176,300	46,200	4.1	1.1
Wyandotte, Kansas City, Kansas	48,991	8,276	174,400	53,800	3.6	1.1
Vanderburgh, Evansville, Ind.	43,070	7,607	172,000	52,900	4.0	1.2
Chatham, Savannah, Ga.	33,841	6,053	158,600	46,100	4.7	1.4
Montgomery, Montgomery, Alabama	28,898	7,835	142,500	39,500	5.0	1.4
Total 115 Counties	**17,804,724**	**2,511,171**	**69,794,500**	**21,003,400**	**3.9**	**1.2**
U. S. Total	**39,769,741**	**8,419,855**	**157,161,300**	**45,639,000**	**4.0**	**1.1**

① Additional cities of 100,000 population or more are contained in the following counties: Los Angeles County, Calif.—Long Beach and Pasadena; Middlesex County, Mass.—Cambridge and Somerville; Alameda County, Calif.—Berkeley; New Haven County, Conn.—Waterbury.

NOTE: Counties included in the above tabulation are those which contain one or more cities of 100,000 or more population, plus those counties without any such cities but with a total county population of 300,000.

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78,000,000 Motor Vehicles

One Vehicle for Every 30 Persons

	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ②	Population (000)	Population Per Vehicle	Highways ③ Total Mileage	Highways ③ Vehicles Per Mile
NORTH & CENTRAL AMERICA								
Alaska	29,000	15,200	500	44,700	129	2.8	2,058†	21.7
Antigua	603	101	18	722	41	57	N.A.	—
Bahamas*	2,746	804	7	3,557	77	22	230	15.5
Barbados	4,161	1,045	156	5,362	205	38	538†	10.0
Bermuda	3,475	710	40	4,225	37	876	110	38.4
British Honduras	335	260	2	597	65	109	172†	3.5
Canada	2,324,790	775,800	14,500	3,115,090	14,009	4.5	431,615	7.2
Costa Rica*	6,659	3,768	824	11,251	825	73	1,900	5.9
Cuba*	101,383	44,296	5,127	150,806	5,469	36	2,158	69.9
Dominica	136	67	④	203	53	261	N.A.	—
Dominican Republic	5,578	4,230	574	10,382	2,167	209	2,100	4.9
Greenland*	1	99	1	101	21	208	N.A.	—
Grenada	829	162	124	1,115	91	82	N.A.	—
Guadeloupe	2,098	1,108	709	3,915	278	71	596†	6.6
Guatemala*	8,115	5,960	1,302	15,377	2,887	188	8,100	1.9
Haiti*	5,144	1,503	465	7,112	3,112	438	1,800	4.0
Honduras*	1,679	3,022	81	4,782	1,534	321	950	5.0
Jamaica	12,900	4,609	862	18,371	1,374	75	11,350	1.6
Leeward Islands	79	14	12	104	13	125	678†	0.2
Martinique	4,501	3,141	313	7,955	264	33	489†	16.3
Mexico	214,599	136,352	17,990	368,941	26,332	71	98,200	3.8
Netherlands W. I.	9,177	2,921	483	12,581	160	13	230†	54.7
Nicaragua	3,061	1,667	245	4,973	1,088	219	4,700	1.1
Panama*	16,270	7,220	—	23,490	805	34	1,424	16.5
Puerto Rico	49,109	20,440	865	72,237	2,211	31	3,750	19.3
St. Kitts-Nevis	198	93	—	291	33	113	N.A.	—
St. Lucia	381	126	90	597	71	119	N.A.	—
St. Pierre-Miquelon	58	57	0	115	4	35	N.A.	—
St. Vincent	250	70	—	320	61	191	N.A.	—
El Salvador	6,458	3,862	823	11,143	1,920	172	3,900	2.9
Trinidad	14,108	4,602	356	19,066	611	32	1,600	11.9
United States	43,810,531	9,243,820	240,142	53,294,493	158,233	2.9	3,326,510	16.0
Virgin Islands	1,680	733	14	2,427	27	58	178†	13.6
Total	**46,640,092**	**10,287,862**	**286,625**	**57,216,401**	**224,207**	**3.9**	**3,905,336**	**14.7**
SOUTH AMERICA								
Argentina	221,976	131,940	13,330	367,246	17,641	48	88,600	4.1
Bolivia	3,850	9,200	500	13,550	3,054	225	9,130	1.5
Brazil*	299,625	244,941	19,815	564,381	52,619	93	172,000	3.3
British Guiana	3,593	871	74	4,538	408	90	550	8.3
Chile	44,104	34,124	4,900	83,128	5,916	71	33,250	2.5
Colombia	40,600	34,200	9,000	83,800	11,260	134	11,800	7.1
Dutch Guiana	1,470	797	130	2,397	212	884	400	6.0
Ecuador	4,850	9,050	2,250	16,150	3,077	191	4,500	3.6
Falkland Islands	83	48	—	131	2	15	N.A.	—
French Guiana	303	163	15	481	29	602	203†	2.4
Paraguay	2,000	2,075	425	4,500	1,425	317	600	7.5
Peru	40,000	29,000	3,000	72,000	8,558	119	22,000	3.3
Uruguay*	47,519	38,182	1,545	87,246	2,353	27	6,500	13.4
Venezuela	85,549	54,132	4,424	153,700	4,986	32	10,400	14.8
Total	**795,522**	**588,723**	**59,408**	**1,453,248**	**111,540**	**76.5**	**359,933**	**4.0**
OCEANIA								
Australia*	1,084,693	565,710	9,244	1,659,647	8,496	5.1	500,000	3.3
Cook Island	64	92	0	156	141	90	N.A.	—
Fiji Islands	1,850	1,150	340	3,340	281	84	935	3.6
Guam	—	—	—	8,867	59	67	66†	134.3
Hawaii	133,969	26,851	752	161,302	500	3.1	2,100	76.8
New Caledonia	2,332	1,541	—	3,873	111	29	570†	6.8
New Guinea-Papua	1,100	2,200	—	3,300	1,300	394	597†	5.5
New Zealand	297,377	110,879	2,331	410,857	1,940	4.7	76,400	5.4
Ryukyu Islands	680	1,668	279	2,627	—	—	N.A.	—
Samoa (U. S.)	132	86	10	228	19	83	N.A.	—
Society Islands	—	—	—	1,750	56	320	N.A.	—
Timor Island	100	171	④	271	442	163	570†	0.5
Trust Territory	109	79	1	189	—	—	N.A.	—
Other Oceania	—	—	—	2,500	—	—	N.A.	—
Total	**1,522,406**	**710,427**	**12,957**	**2,258,907**	**13,345**	**5.9**	**581,238**	—

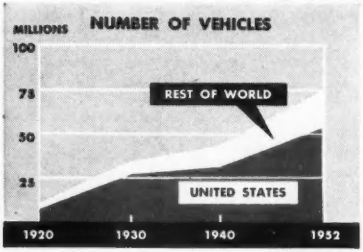
In Use In All Countries In 1952

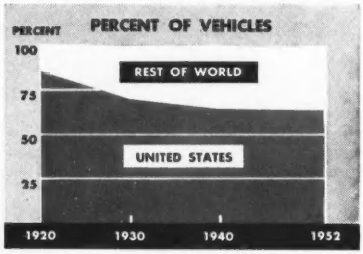
And 7.8 Vehicles Per Mile of Highway

	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ②	Population (000)	Population Per Vehicle	Highways ② Total Mileage	Highways ② Vehicles Per Mile
EUROPE								
Albania	600	1,400	④	2,000	1,175	588	1,716†	1.2
Austria*	65,533	51,094	3,626	120,253	6,611	55	19,600	6.1
Azores	1,468	400	④	1,868	287	154	529†	3.5
Belgium*	358,000	156,825	3,175	518,000	8,678	17	29,200	17.8
Bulgaria	4,500	9,000	1,000	14,500	7,160	494	16,354†	0.9
Czechoslovakia	105,000	61,500	1,800	168,300	12,340	73	43,718†	3.8
Denmark	131,120	75,500	2,800	209,420	4,303	21	35,300	5.9
Finland*	53,330	45,794	4,399	103,523	4,051	39	38,600	2.7
France	1,612,000	945,400	25,730	2,583,130	42,239	16	447,000	5.8
Germany (West)*	1,009,790	525,951	20,624	1,556,365	48,117	31	151,600	10.3
Gibraltar	2,286	449	73	2,808	25	89	23†	122.1
Greece*	10,143	18,600	4,796	33,539	7,603	227	14,200	2.4
Holland	170,000	92,900	6,300	269,200	10,316	38	7,800	34.5
Hungary	5,500	9,000	1,500	16,000	9,207	575	39,569†	0.4
Iceland	4,360	6,075	295	10,730	145	14	2,985†	3.6
Ireland	111,706	27,930	1,230	140,866	2,958	21	50,100	2.8
Italy	517,000	267,000	7,700	791,700	46,598	59	122,700	6.5
Luxembourg	12,000	5,100	180	17,280	300	17	2,673	6.5
Malta	7,161	2,468	557	10,186	315	31	521†	19.6
Monaco	—	—	—	1,900	21	—	N.A.	—
Norway*	78,787	65,993	4,063	148,843	3,309	22	28,050	5.3
Poland	29,000	46,000	1,000	76,000	24,976	329	209,418†	0.4
Portugal	82,250	31,127	2,500	115,877	8,606	74	17,900	6.5
Rumania	14,000	10,000	2,000	26,000	15,873	611	61,794†	0.4
Spain	81,863	85,919	8,025	175,807	28,086	160	68,200	2.6
Sweden	364,815	100,774	8,700	474,289	7,073	15	59,200	8.0
Switzerland	187,879	43,795	2,200	233,874	4,750	20	28,600	8.2
United Kingdom	2,504,424	981,889	123,336	3,609,649	50,368	14	196,912	18.3
U. S. S. R.	250,000	2,320,000	30,000	2,600,000	193,000	742	1,682,000†	1.5
Yugoslavia	8,100	17,000	1,300	26,400	16,338	619	20,200	1.3
Total	**7,782,615**	**6,004,883**	**268,909**	**14,058,307**	**564,828**	**40**	**3,396,462**	**4.1**
ASIA								
Afghanistan	790	4,000	225	5,015	12,000	2,393	6,000	0.8
Arabia	9,206	13,032	④	22,238	10,000	450	2,000	11.1
Bahrein Islands	450	415	40	905	120	133	N.A.	—
British No. Borneo	—	—	—	800	333	416	950	0.8
Burma	—	—	—	30,500	18,674	612	11,000	2.8
Ceylon	46,000	14,000	3,820	63,820	7,743	121	29,800	2.1
China	3,000	46,000	4,000	53,000	463,493	8,745	61,430†	0.9
Cyprus*	5,413	3,710	④	9,123	485	53	N.A.	—
Formosa	5,454	12,604	1,994	20,052	7,617	3,799	11,000†	1.8
French Indo-China	29,000	11,000	④	40,000	27,030	676	20,600	1.9
Hong Kong	12,200	3,100	400	15,700	2,260	144	426	36.9
India	159,426	89,743	35,568	284,737	356,829	1,253	268,900	1.1
Indonesia	52,300	42,900	10,200	105,400	76,500	7,258	43,000	2.5
Iran	22,629	15,243	5,210	43,082	20,000	464	15,000	2.9
Iraq	12,150	7,000	220	19,370	5,100	263	4,700	4.1
Israel	13,800	15,725	1,700	31,225	1,400	49	1,500	20.8
Japan	88,354	416,920	24,698	529,972	84,300	159	545,000	1.0
Jordan	2,500	2,000	400	4,900	1,500	306	5,200	0.9
Korea	4,000	9,700	1,000	14,700	29,291	1,993	14,414†	1.0
Lebanon	14,142	3,421	758	18,321	1,285	70	2,225	8.2
Macao	265	50	④	315	450	1,429	68†	4.6
Malaya*	44,851	17,933	1,943	64,727	5,227	81	6,350	10.2
Pakistan	29,450	10,500	5,975	45,925	75,687	1,648	56,700	0.8
Philippine Republic	51,391	46,709	8,094	106,194	20,246	191	15,000	7.1
Sarawak	220	125	125	470	550	1,170	N.A.	—
Singapore*	29,571	8,989	834	39,394	1,016	26	N.A.	—
Syria*	6,965	5,604	1,402	13,971	3,291	236	10,000	1.4
Thailand	17,000	11,500	1,400	29,900	18,836	630	3,600	8.3
Turkey	13,405	15,404	3,755	32,564	20,902	642	28,600	1.1
Total	**673,932**	**827,327**	**113,761**	**1,646,320**	**1,272,165**	**773**	**1,163,463**	**1.4**

(Continued on next page)

75% of World's Passenger Cars Are In U.S.





Year (Dec. 31)	Passenger Cars World Total	Passenger Cars U. S. Total	Passenger Cars U. S. %	Trucks and Buses World Total	Trucks and Buses U. S. Total	Trucks and Buses U. S. %
1940	37,184,199	27,461,097	73.9	8,973,892	5,001,823	55.7
1949	47,581,676	36,453,351	76.6	16,001,811	8,236,945	51.5
1950	53,026,795	40,333,591	76.1	17,387,892	8,861,621	51.0
1951	56,001,403	42,682,591	76.2	18,017,913	9,266,215	51.4
1952	58,347,346	43,810,531	75.1	19,636,495	9,483,962	48.3

SOURCES: U. S. Department of Commerce, Bureau of Public Roads, and "The American Automobile (Overseas Edition)'.

(Continued from preceding page)

AFRICA	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ②	Population (000)	Per Vehicle	Highways ③ Total Mileage	Vehicles Per Mile
Algeria*	70,406	48,474	1,434	120,314	8,676	72.1	34,500	3.5
Angola	3,750	10,750	④	14,500	4,111	284	22,990†	0.6
Belgian Congo	15,262	21,629	279	37,170	11,259	303	42,299†	0.9
British East Africa:								
Kenya*	19,403	19,879	908	40,190	5,406	135	20,100	2.0
Nyasaland	2,664	2,106	84	4,854	2,349	484	3,784†	1.3
Tanganyika	9,250	6,876	845	16,971	7,800	460	20,517†	0.8
Uganda*	5,543	6,254	387	12,184	5,050	414	2,523†	4.8
Zanzibar	563	52	284	899	269	299	243†	3.7
British Somaliland	75	800	5	880	500	568	1,065†	0.8
British West Africa	17,900	30,900	⑤	48,800	31,265	641	8,110	6.0
Canary Islands	5,075	3,385	525	8,985	564	63	653†	13.8
Cape Verde Islands	84	41	④	125	155	1,240	N.A.	—
Cyrenaica	—	—	—	1,100	250	227	N.A.	—
Egypt	67,850	15,150	4,760	87,760	20,729	236	10,870	8.1
Eritrea	—	—	—	1,600	1,080	675	N.A.	—
Ethiopia	5,265	3,750	100	9,115	15,000	1,646	6,210	1.5
Fr. Equatorial Africa	7,125	13,950	④	21,075	4,385	208	12,381†	1.7
Fr. Somaliland	350	250	④	600	48	80	324†	1.9
Fr. West Africa	18,700	27,100	610	46,410	16,307	351	47,100	1.0
It. Somaliland	924	2,916	34	3,874	1,300	336	N.A.	—
Liberia	1,200	900	10	2,110	2,500	118	590	3.6
Libya	1,125	1,125	④	2,250	1,340	596	1,650	1.4
Madagascar	5,850	8,006	288	14,144	4,350	308	17,000	0.8
Madeira	1,589	451	④	2,040	280	137	160†	12.8
Mauritius	4,700	1,553	203	6,456	475	74	620	10.4
Morocco, French*	63,667	35,324	④	98,991	8,540	863	26,000	3.8
Morocco, Spanish	1,100	1,450	④	2,550	1,082	424	1,383†	1.8
Mozambique	11,633	4,011	④	15,644	5,090	325	17,744†	0.9
Reunion Island	—	—	—	4,150	242	58	1,170	3.5
Rhodesia	48,400	33,400	392	82,192	4,024	50	73,000	1.1
St. Thomas-Principe	237	199	④	436	60	137	N.A.	—
Seychelles Islands	196	54	④	250	35	140	70†	3.6
Southwest Africa	6,980	6,000	④	12,980	379	29	20,000†	0.6
Sudan	11,447	⑤	235	11,682	8,309	711	14,240†	0.8
Tangier	3,100	900	50	4,050	100	25	N.A.	—
Tunisia	24,366	12,127	618	37,111	3,231	871	6,000	6.2
Union of So. Africa	497,000	139,000	4,800	640,800	12,646	20	245,000	2.6
Total	**932,779**	**458,762**	**16,851**	**1,415,242**	**189,186**	**134**	**658,296**	**2.1**
World Total	**58,347,346**	**18,877,984**	**758,511**	**78,048,425**	**2,375,271**	**30**	**10,064,728**	**7.8**

① Not complete for all territories. ② Includes motor vehicles not broken down by type. ③ Highway mileage includes roads suitable for movement of motor vehicles. Some countries consider trails as part of their highway systems, but they have been excluded here as far as possible. While every effort has been made to provide accurate and comparable data for each country, it is likely that the data for some countries may be revised substantially when more information becomes available. ④ Included with trucks. ⑤ Included with passenger cars. N.A. Not Available.

SOURCE: Registration figures from "The American Automobile" except for those countries marked (*), in which case the data is from the U. S. Department of Commerce. Highway mileage is from the International Road Federation, except the United Kingdom which is from the British Information Services, and those countries marked (†), in which case the data is from the U. S. Department of Commerce for the year 1939.

73% of World's Passenger Car Production in U. S.

World Motor Vehicle Production—1952

	1938			1952			
	Passenger Cars	Trucks and Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	2,000,985	488,100	2,489,085	4,320,794	1,212,790	5,375	5,538,959
Canada	123,761	42,325	166,086	283,697	148,606	393	432,696
Subtotal	2,124,746	530,425	2,655,171	4,604,491	1,361,396	5,768	5,971,655
Australia	—0—	—0—	—0—	42,000	22,000	②	64,000 ①
Austria	Included with Germany			—	2,624	291	2,915
Belgium	1,464	201	1,665	—	475	75	550
Czechoslovakia	11,400	1,600	13,000	N.A.	N.A.	N.A.	N.A.
Denmark	—0—	303	303	N.A.	N.A.	N.A.	N.A.
Finland	—0—	180	180	—	450	②	450
France	189,691	25,298	214,989	370,061	128,004	2,286	500,351
Germany ⑦	276,592	75,777	352,369	301,089	122,974	4,330	428,393
Hungary	237	553	790	N.A.	N.A.	N.A.	N.A.
India	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Italy	58,966	11,175	70,141	113,619	23,259	1,534	138,412
Japan	8,500	15,600	24,100	4,837	92,255 ③	4,167	101,259
Netherlands	N.A.	N.A.	N.A.	—	988	209	1,197
Poland	2,100	820	2,920	—	—	—	2,800 ④
Spain	N.A.	N.A.	N.A.	—	—	—	400 ④
Sweden	2,132	4,914	7,046	10,529	9,256	1,448	21,233
Switzerland	—0—	600	600	—	750	②	750 ④
United Kingdom	341,028	103,849	444,877	448,000	232,925	8,733	689,658
U.S.S.R. ⑤	26,975	183,756	210,731	30,000	364,000	6,000	400,000
World Total	**3,043,831**	**955,051**	**3,998,882**	**5,924,626**	**2,361,356**	**34,841**	**8,324,023** ⑥

N.A.—Not Available.

① Products of the companies which are proceeding with long term plans for the manufacture of motor vehicles in Australia although some components are imported. In addition 29,000 passenger cars and 26,000 trucks were imported in a knocked-down condition and assembled. ② Included with trucks. ③ Including 62,265 3-wheeled trucks. ④ Source—The American Automobile. ⑤ Estimated by A.M.A. for 1952. ⑥ Includes totals for Poland and Spain not segregated into passenger cars and trucks. ⑦ 1952 data for West Germany.

Compiled by Motor Vehicle Division, National Production Authority, Dept. of Commerce.

Great Britain Exported Twice as Many Cars as U. S. in 1952

Exports and Imports of Motor Vehicles by Producing Countries

	1952 EXPORTS				1952 IMPORTS			
	Passenger Cars	Trucks	Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	141,026	151,772	4,453 ①	297,251	33,306	481	10	33,797
Canada	41,666	38,268	0	79,934	34,665	4,097	241	38,993
Subtotal	182,692	190,040	4,453	377,185	67,971	4,568	251	72,790
Australia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Austria	49	1,186	—	1,235	7,425	1,636	②	9,061
Belgium & Luxembourg	9,643	2,038	3	11,684	71,327	20,517	301	92,145
Czechoslovakia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Denmark	267	581	2	850	11,479	15,136	437	27,052
Finland	—	8	②	8	17,945	8,440	②	26,385
France	80,492	24,925	627	106,044	7,847	793	②	8,640
Germany (West)	100,414	35,880	—	136,294	4,717	412	②	5,129
Italy	25,007	1,319	134	26,460	1,501	130	②	1,631
Japan	0	681	184	865	13,690	427	115	14,232
Netherlands	2,215	985	46	3,246	17,481	5,044	38	22,563
Norway	0	0	0	0	9,760	9,928	347	20,035
Poland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Spain	N.A.	N.A.	N.A.	N.A.	5,761	3,492	②	9,253
Sweden	1,268	4,899	③	6,167	32,931	6,244	②	39,175
Switzerland	—	419	—	419	29,255	2,900	②	32,155
U.S.S.R.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
United Kingdom	309,832	124,212	4,261	438,305	1,452	2,407	②	3,859
World Total	**711,879**	**387,173**	**9,710**	**1,108,762**	**300,542**	**82,074**	**1,489**	**384,105**

N.A.—Not Available.

① Includes school buses. ② Included with trucks, if any. Compiled by Motor Vehicle Division, National Production Authority, Dept. of Commerce.

8 Top States Have Half Car Registrations

Standing of States in Passenger Car Registrations, 1952

Rank	1952 Passenger Car Registrations	1952 Percent Increase Over 1951	Increase in Passenger Car Registrations 1941-1952 Number		Increase in Passenger Car Registrations 1941-1952 Percent		Percent Change in Civilian Population 1941-1952		Civilian Population Per Passenger Car, 1952	
1.	Cal.	4,417,124	4.6	Cal.	1,794,741	Ariz.	112.2	Ariz.	55.8	Cal.	2.5
2.	N. Y.	3,494,828	1.6	Tex.	1,009,805	Fla.	111.4	Cal.	51.5	Nev.	2.5
3.	Pa.	2,763,668	2.5	N. Y.	976,773	N. M.	102.1	Fla.	51.3	Ore.	2.5
4.	Ohio	2,636,775	3.0	Pa.	746,706	Nev.	82.8	Nev.	47.5	Wyo.	2.7
5.	Ill.	2,456,841	2.1	Ohio	713,231	Ala.	80.2	Ore.	41.3	Kan.	2.8
6.	Tex.	2,454,808	−0.2	Mich.	689,261	Ore.	77.3	Wash.	38.2	Colo.	2.9
7.	Mich.	2,229,775	0.3	Ill.	631,189	Ga.	73.3	N. M.	32.1	Idaho	2.9
8.	N. J.	1,513,838	4.0	Fla.	513,234	Utah	72.1	Utah	31.1	Neb.	2.9
9.	Ind.	1,260,635	1.0	N. J.	489,493	Va.	72.0	Md.	29.0	Conn.	3.0
10.	Mass.	1,194,274	2.5	N. C.	356,052	Tex.	69.9	Mich.	25.1	Iowa	3.0
11.	Mo.	1,045,887	0.8	Va.	349,800	Tenn.	69.3	Tex.	23.9	Mich.	3.0
12.	Wis.	1,005,313	0.3	Mass.	343,591	Cal.	68.4	Colo.	22.9	Minn.	3.0
13.	Minn.	995,404	−0.8	Ga.	338,648	La.	68.4	Del.	22.8	Mont.	3.0
14.	Fla.	973,819	8.4	Ind.	329,940	S. C.	63.5	Conn.	20.7	S. D.	3.0
15.	N. C.	923,460	3.5	Tenn.	296,183	N. C.	62.8	N. J.	20.3	Wash.	3.0
16.	Iowa	885,492	−1.4	Wash.	279,367	Miss.	60.7	Va.	19.3	Fla.	3.1
17.	Va.	835,635	5.4	Ore.	274,816	Ky.	59.7	Wyo.	18.9	N. D.	3.1
18.	Wash.	802,230	1.7	Ala.	266,012	Ark.	58.5	Ind.	18.1	Ohio	3.1
19.	Ga.	800,463	6.2	Ky.	248,320	Idaho	55.4	Ohio	17.6	Ind.	3.2
20.	Tenn.	723,790	2.4	La.	237,854	Colo.	54.9	Idaho	16.5	Tex.	3.2
21.	Kan.	696,360	2.7	Md.	229,437	Wash.	53.4	La.	15.5	Ariz.	3.3
22.	Conn.	690,909	3.5	Mo.	224,205	Md.	53.3	N. C.	15.1	N. J.	3.3
23.	Ky.	664,514	4.4	Minn.	221,510	Wyo.	50.6	Kan.	13.9	R. I.	3.3
24.	Md.	659,760	6.0	Conn.	218,608	Del.	49.0	N. Y.	13.0	Del.	3.4
25.	Okla.	658,908	2.7	S. C.	213,207	N. J.	47.8	Wis.	12.4	Okla.	3.4
26.	Ore.	630,285*	3.3	Wis.	209,723	Conn.	46.3	Ill.	12.3	Utah	3.4
27.	Ala.	597,791	8.8	Kan.	193,049	Mich.	44.7	R. I.	11.2	Vt.	3.4
28.	La.	585,498	2.8	Okla.	176,908	Mass.	40.4	S. C.	10.4	N. M.	3.5
29.	S. C.	549,117	4.8	Colo.	168,454	N. Y.	38.8	Okla.	10.2	Wis.	3.5
30.	Colo.	475,424	3.8	Iowa	168,171	Kan.	38.4	Minn.	10.1	Ill.	3.6
31.	Neb.	473,735	1.1	Miss.	134,829	Ohio	37.1	Tenn.	9.9	Md.	3.7
32.	W. Va.	376,278	0.9	Ariz.	133,147	Pa.	37.0	Ga.	9.7	N. H.	3.7
33.	Miss.	356,813	2.9	Ark.	124,624	Okla.	36.7	Mass.	9.7	Mo.	3.8
34.	Ark.	337,690	1.6	Neb.	118,699	Ind.	35.5	N. H.	8.8	Pa.	3.8
35.	Ariz.	251,764	12.7	N. M.	99,968	Ill.	34.6	Neb.	8.2	S. C.	3.8
36.	R. I.	236,388	4.1	W. Va.	95,331	W. Va.	33.9	Mont.	7.7	Va.	3.9
37.	Maine	220,566	2.9	Utah	91,100	Neb.	33.4	S. D.	7.7	Maine	4.0
38.	S. D.	218,821	−0.6	Idaho	74,772	N. H.	32.7	Pa.	7.6	Mass.	4.0
39.	Utah	217,390	2.5	R. I.	58,029	R. I.	32.5	Iowa	7.3	Ga.	4.3
40.	Idaho	209,799	4.1	S. D.	50,655	Mont.	31.0	Ala.	6.9	Ky.	4.3
41.	Mont.	194,109	2.4	Mont.	45,883	S. D.	30.1	Mo.	6.7	N. Y.	4.3
42.	N. M.	197,891	5.5	Maine	43,694	Minn.	28.6	Vt.	6.3	N. C.	4.4
43.	N. D.	193,754	−0.7	N. D.	41,358	Mo.	27.3	D. of C.	6.3	Tenn.	4.5
44.	D. of C.	170,820	1.6	Wyo.	36,224	N. D.	27.1	Maine	3.2	La.	4.7
45.	N. H.	145,995	1.6	N. H.	35,946	Wis.	26.4	W. Va.	2.8	D. of C.	4.7
46.	Vt.	109,775*	1.6	Nev.	32,173	Maine	24.7	Ky.	2.1	Ala.	5.0
47.	Wyo.	107,822	3.4	Del.	32,041	Iowa	23.4	Ark.	−1.2	W. Va.	5.2
48.	Del.	97,477	4.5	Vt.	22,546	Vt.	25.8	Miss.	−2.0	Ark.	5.5
49.	Nev.	71,019	8.8	D. of C.	10,908	D. of C.	6.8	N. D.	−2.8	Miss.	6.0
Total		**43,810,531**	**2.6**		**14,190,215**		**47.9**		**16.5**		**3.5**

*In Oregon trucks with gross weights under 4,500 pounds are included with passenger cars. In Vermont trucks under 1,500 lbs. capacity are included with passenger cars. A.M.A. estimates that 70,000 Oregon trucks and 13,500 Vermont trucks are in the passenger car counts.

SOURCE: Compiled by A.M.A. from U.S. Bureau of Public Roads and U.S. Bureau of Census data.

47,500 Taxicabs Operated in 50 Largest Cities

City	No. of Taxicabs	City	No. of Taxicabs	City	No. of Taxicabs
New York, N. Y.	11,796	Cincinnati, O.	340	St. Paul, Minn.	146
Chicago, Ill.	3,749	Seattle, Wash.	344	Toledo, O.	225
Philadelphia, Pa.	2,150	Kansas City, Mo.	475	Jersey City, N. J.	58
Los Angeles, Calif.	967	Newark, N. J.	600	Fort Worth, Tex.	304
Detroit, Mich.	1,310	Dallas, Tex.	373	Akron, O.	119
Baltimore, Md.	1,151	Indianapolis, Ind.	445	Omaha, Nebr.	278
Cleveland, Ohio	586	Denver, Colo.	300	Long Beach, Cal.	124
St. Louis, Mo.	1,034	San Antonio, Tex.	372	Miami, Fla.	438
Washington, D. C.	9,534	Memphis, Tenn.	393	Providence, R. I.	135
Boston, Mass.	1,525	Oakland, Cal.	200	Dayton, O.	188
San Francisco, Cal.	739	Columbus, O.	230	Oklahoma City, Okla.	286
Pittsburgh, Pa.	617	Portland, Ore.	227	Richmond, Va.	315
Milwaukee, Wisc.	500	Louisville, Ky.	504	Syracuse, N. Y.	240
Houston, Tex.	551	San Diego, Cal.	235	Norfolk, Va.	246
Buffalo, N. Y.	375	Rochester, N. Y.	153	Jacksonville, Fla.	290
New Orleans, La.	1,540	Atlanta, Ga.	187	Worcester, Mass.	134
Minneapolis, Minn.	248	Birmingham, Ala.	213	**TOTAL, 50 CITIES**	**47,489**

SOURCE: American Taxicab Association.

Taxicabs Traveled 4,808,000,000 Miles in 1952

Year	No. of Taxicabs	Passengers Carried	Gross Revenue	Miles Traveled
1941	55,400	966,721,147	$247,117,161	2,191,790,200
1942	50,800	1,288,360,674	367,850,585	2,567,330,400
1943	48,464	1,446,138,290	558,108,215	2,642,741,920
1944	47,301	1,616,029,819	585,970,948	3,193,709,832
1945	48,389	1,649,716,781	588,462,575	3,359,086,777
1946	62,905	1,886,925,445	773,929,375	4,293,756,876
1947	73,473	1,807,768,679	856,783,435	4,901,067,251
1948	82,000	1,966,816,530	866,720,868	5,217,616,729
1949	79,741	1,749,499,996	817,316,960	4,927,516,100
1950	79,001	1,667,844,620	847,962,960	5,006,827,800
1951	78,764	1,577,781,044	881,841,464	4,876,650,266
1952	76,402	1,522,558,708	895,069,085	4,808,377,163

Note: These figures include only taxicabs in regularly organized operation. They do not include cabs operated individually without any control or management, nor do they include so-called "livery" cars.

SOURCE: Cab Research Bureau, Inc., affiliated with National Association of Taxicab Owners.

Emergency Car Service Down 13% in 1952

Estimates are for all passenger cars in use in United States, based on reports of garages under contract to render emergency road service to members of the American Automobile Association.

	NUMBER OF BREAKDOWNS					PERCENT OF TOTAL				
	1948 (000)	1949 (000)	1950 (000)	1951 (000)	1952 (000)	1948	1949	1950	1951	1952
Tire	8,660	8,119	10,054	10,443	11,015	21.3	23.2	22.8	21.4	26.0
Battery	8,012	7,859	10,830	10,266	10,837	19.8	22.4	24.6	21.0	25.6
Ignition	4,389	3,315	3,918	6,468	5,033	10.8	9.5	8.9	13.2	11.9
Tow	4,920	3,714	4,081	5,226	4,308	12.1	10.6	9.3	10.7	10.2
Stuck	2,257	1,433	2,210	3,877	3,023	5.6	4.1	5.0	7.9	7.1
Wrecker	2,302	1,734	1,862	2,127	1,399	5.7	4.9	4.2	4.4	3.3
Out of Gas	1,349	1,265	1,522	1,393	1,272	3.3	3.6	3.4	2.9	3.0
Starter	640	844	1,006	2,312	1,124	1.6	2.4	2.3	4.7	2.7
Brakes	426	536	701	763	920	1.1	1.5	1.6	1.6	2.2
Carburetor	3,323	2,018	2,523	1,608	538	8.2	5.8	5.7	3.3	1.3
Gas Line	474	512	609	596	534	1.2	1.5	1.4	1.2	1.3
Lights	438	382	476	440	492	1.1	1.1	1.1	.9	1.2
Lock and Key	677	578	722	733	424	1.7	1.6	1.8	1.5	1.0
All Others	2,699	2,730	3,551	2,635	1,479	6.7	7.8	8.1	5.4	3.5
TOTAL	**40,566**	**35,039**	**44,115**	**48,887**	**42,398**	**100**	**100**	**100**	**100**	**100**

SOURCE: American Automobile Association.

48,155 Car and Truck Dealers in United States

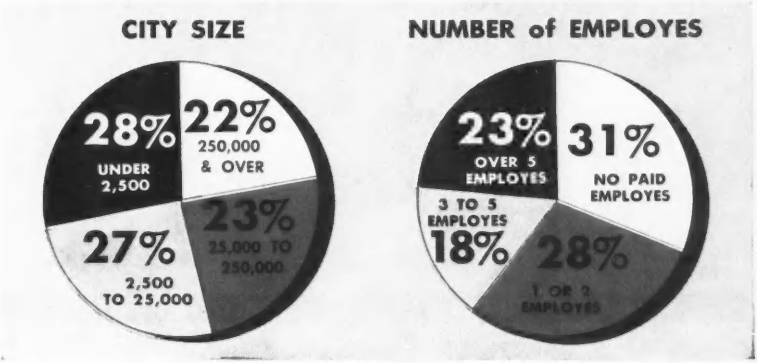
	Passenger Car Dealers	Truck① Dealers	Car and Truck Dealers	Independent Repair Shops	All Retail Outlets*	Wholesalers
Alabama	567	431	612	570	1,182	146
Arizona	227	167	233	637	870	79
Arkansas	591	461	627	593	1,220	137
California	2,301	1,487	2,411	7,425	9,836	839
Colorado	510	378	504	815	1,319	100
Connecticut	549	357	599	1,016	1,615	115
Delaware	101	73	109	255	364	20
Florida	674	459	725	1,400	2,125	203
Georgia	833	630	879	805	1,684	168
Idaho	370	303	403	527	930	74
Illinois	2,566	1,718	2,774	3,953	6,727	493
Indiana	1,386	972	1,462	1,883	3,345	242
Iowa	1,422	1,080	1,529	1,511	3,040	226
Kansas	1,117	811	1,207	1,033	2,240	165
Kentucky	822	605	864	671	1,535	151
Louisiana	555	414	589	502	1,091	123
Maine	366	275	398	569	967	52
Maryland	491	305	511	1,092	1,603	102
Massachusetts	1,170	689	1,226	1,662	2,888	208
Michigan	1,843	1,151	1,911	3,340	5,251	328
Minnesota	1,591	1,182	1,676	1,874	3,550	165
Mississippi	643	484	688	292	980	104
Missouri	1,166	836	1,244	1,408	2,652	264
Montana	438	365	472	392	864	66
Nebraska	772	591	829	936	1,765	125
Nevada	99	74	104	162	266	20
New Hampshire	241	166	251	202	453	25
New Jersey	1,117	674	1,216	3,029	4,245	226
New Mexico	274	201	291	479	770	68
New York	2,791	1,744	2,965	7,164	10,129	544
North Carolina	1,018	686	1,078	968	2,046	223
North Dakota	522	441	569	404	973	49
Ohio	2,258	1,322	2,419	3,435	5,854	458
Oklahoma	932	657	983	1,110	2,093	213
Oregon	543	396	578	1,377	1,955	164
Pennsylvania	3,058	1,871	3,263	6,525	9,788	567
Rhode Island	195	104	205	477	682	39
South Carolina	489	340	511	409	920	93
South Dakota	504	418	547	426	973	44
Tennessee	756	527	802	832	1,634	156
Texas	2,724	1,902	2,931	3,681	6,612	590
Utah	257	193	277	568	845	80
Vermont	200	135	212	249	461	22
Virginia	930	646	971	1,064	2,035	138
Washington	738	536	813	1,927	2,740	216
West Virginia	600	447	642	872	1,514	105
Wisconsin	1,605	1,206	1,698	1,494	3,192	193
Wyoming	242	185	254	192	446	35
District of Columbia	84	54	93	245	338	25
Totals—1953	**45,248**	**31,149**	**48,155**	**72,452**	**120,607**	**8,988**
Totals—1952	**43,257**	**30,009**	**46,271**	**70,324**	**116,595**	**8,703**
Totals—1951	**43,115**	**30,297**	**46,251**	**71,199**	**117,450**	**8,687**
Totals—1941	**39,833**	**24,992**	**41,790**	**49,208**	**95,296**	**6,575**

*"All Retail Outlets" include passenger car and truck dealers, independent repair shops, superservice stations and wrecking and body establishments. ① Includes dealers handling passenger cars.

SOURCE: Motor Age, number of dealers as of January 1, 1953.

Most Automotive Concerns Are in Cities Under 25,000 Population

77% Have 5 or Less Paid Employes

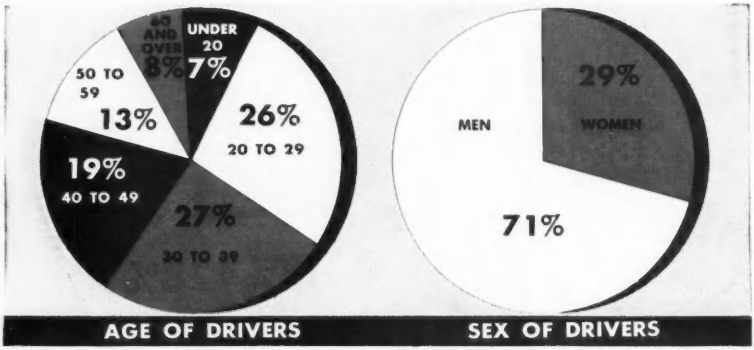


Number of Establishments	Wholesale Trade Number	%	Retail Trade Number	%	Service Trade Number	%	Total Number	%
EMPLOYES								
No Paid Employes	1,427	8.5	12,719	15.6	49,009	46.1	63,155	30.9
1 Employe	1,531	9.1	9,528	11.7	22,912	21.6	33,971	16.6
2 Employes	1,661	9.9	8,819	10.8	12,824	12.1	23,304	11.4
3 Employes	1,541	9.2	7,192	8.8	7,180	6.8	15,913	7.8
4 or 5 Employes	2,412	14.3	11,071	13.6	6,624	6.2	20,107	9.8
6 or 7 Employes	1,717	10.2	7,983	9.8	2,961	2.8	12,661	6.2
8 or 9 Employes	1,153	6.9	4,907	6.0	1,438	1.4	7,498	3.7
10 to 19 Employes	2,748	16.3	11,794	14.5	2,281	2.1	16,823	8.2
20 to 49 Employes	1,866	11.1	6,248	7.7	900	.8	9,014	4.4
50 to 99 Employes	409	2.4	1,057	1.3	71	.1	1,537	.8
100 or more Employes	181	1.1	183	.2	13	—	377	.2
Not Stated	166	1.0	—	—	—	—	166	.1
Total	**16,812**	**100.0**	**81,501**	**100.0**	**106,213**	**100.00**	**204,526**	**100.0**
FORM OF ORGANIZATION								
Individual Proprietorship	9,811	58.4	42,357	52.0	80,702	76.0	128,895*	63.0
Partnership			18,195	22.3	17,955	16.9	40,125*	19.6
Corporation	6,969	41.5	20,903	25.6	7,446	7.0	35,318	17.3
Other and Not Stated	32	.2	46	.1	110	.1	188	.1
Total	**16,812**	**100.0**	**81,501**	**100.0**	**106,213**	**100.0**	**204,526**	**100.0**
CITY SIZE								
500,000 or More	3,993	23.8	7,126	8.7	21,348	20.1	32,467	15.9
250,000—499,999	1,769	10.5	3,326	4.1	8,062	7.6	13,157	6.4
100,000—249,999	1,969	11.7	5,137	6.3	9,937	9.4	17,043	8.3
50,000— 99,999	1,558	9.3	5,073	6.2	7,456	7.0	14,087	6.9
25,000— 49,999	1,628	9.7	6,669	8.2	7,148	6.7	15,445	7.6
10,000— 24,999	2,047	12.2	11,989	14.7	8,961	8.4	22,997	11.2
5,000— 9,999	1,437	8.5	10,241	12.6	5,952	5.6	17,630	8.6
2,500— 4,999	876	5.2	8,822	10.8	4,495	4.2	14,193	6.9
Rest of U.S.	1,535	9.1	23,118	28.4	32,854	30.9	57,507	28.1
Total	**16,812**	**100.0**	**81,501**	**100.0**	**106,213**	**100.0**	**204,526**	**100.0**
YEAR ESTABLISHED								
1948	1,662	9.9	10,744	13.2	18,292	17.2	30,698	15.0
1946—1947	4,384	26.1	22,024	27.0	32,614	30.7	59,022	28.9
1942—1945	2,392	14.2	10,773	13.2	15,425	14.5	28,590	14.0
1938—1941	1,698	10.1	7,809	9.6	8,515	8.0	18,102	8.9
1934—1937	1,526	9.1	6,349	7.8	6,043	5.7	13,918	6.8
1930—1933	1,005	6.0	3,987	4.9	4,719	4.4	9,711	4.7
1920—1929	1,793	10.7	7,191	8.8	7,642	7.2	16,626	8.1
1900—1919	641	3.8	2,215	2.7	1,830	1.7	4,686	2.3
Prior to 1900	44	.3	44	.1	53	—	141	.1
Not Stated	1,667	9.9	10,285	12.6	11,080	10.4	23,032	11.3
Total	**16,812**	**100.0**	**81,501**	**100.0**	**106,213**	**100.0**	**204,526**	**100.0**

*Distribution of establishments in wholesale trade partly estimated.

SOURCE: 1948 Census of Business, U. S. Department of Commerce.

29% of Automobile Drivers Are Women

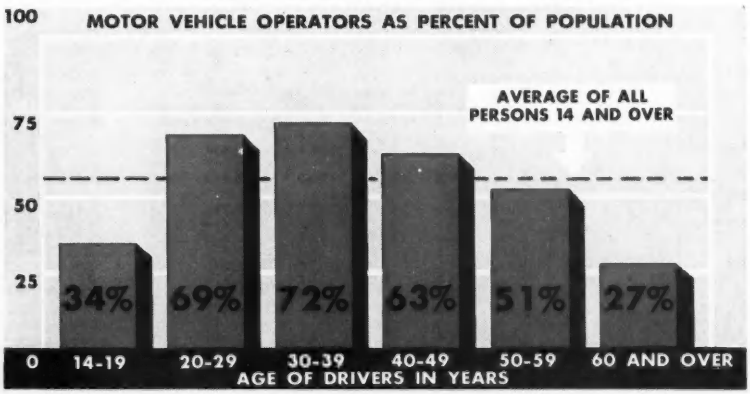


66,825,000 Drivers in United States

	Number of Drivers	Per Vehicle		Number of Drivers	Per Vehicle		Number of Drivers	Per Vehicle
Ala.	1,146,065	1.50	Md.	1,012,770	1.31	Ore.	821,878	1.18
Ariz.	416,341	1.29	Mass.	1,876,446	1.38	Pa.	4,170,937	1.29
Ark.	660,471	1.33	Mich.	3,161,880	1.24	R. I.	321,477	1.20
Calif.	5,803,946	1.14	Minn.	1,654,019	1.37	S. C.	835,022	1.24
Colo.	802,919	1.31	Miss.	564,735	1.10	S. D.	340,438	1.15
Conn.	934,181	1.20	Mo.	1,910,818	1.44	Tenn.	1,225,034	1.34
Del.	160,636	1.33	Mont.	285,178	1.03	Texas	3,357,522	1.08
Fla.	1,530,968	1.32	Nebr.	715,627	1.17	Utah	343,904	1.28
Ga.	1,353,844	1.34	Nev.	107,348	1.17	Vt.	151,642	1.22
Idaho	346,035	1.21	N. H.	233,835	1.32	Va.	1,313,222	1.29
Ill.	3,969,700	1.41	N. J.	2,082,495	1.20	Wash.	1,130,533	1.17
Ind.	1,909,608	1.26	N. M.	344,460	1.29	W. Va.	738,974	1.51
Iowa	1,313,307	1.22	N. Y.	5,633,721	1.43	Wis.	1,619,646	1.31
Kan.	1,187,913	1.31	N. C.	1,504,822	1.31	Wyo.	196,625	1.29
Ky.	1,000,200	1.18	N. D.	315,542	1.12	D. C.	324,173	1.72
La.	890,015	1.19	Ohio	3,801,967	1.27			
Maine	357,859	1.26	Okla.	945,131	1.08	Total	66,825,829	1.27

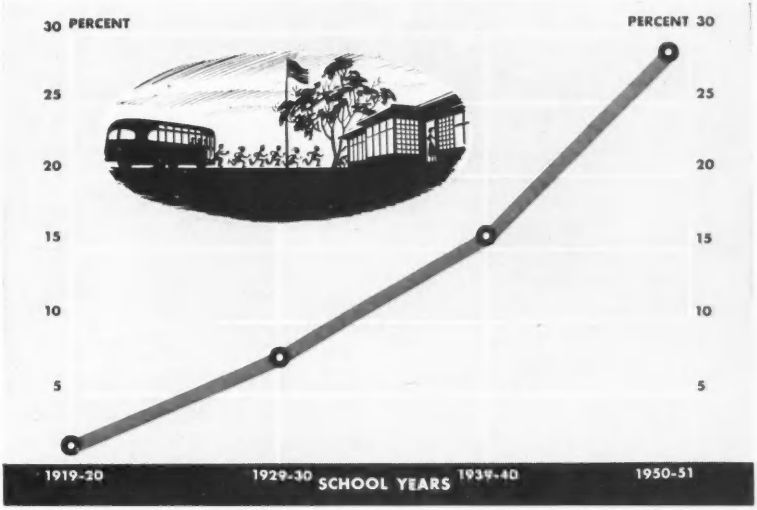
NOTE: No allowance has been made for deaths, emigrations, or revocations during effective period.
SOURCE: Estimated by U. S. Bureau of Public Roads from data on operators' licenses issued in 1952 and prior years.

72% of Population 30 to 39 Years Old Drive Cars



SOURCE: Survey of Automobile Manufacturers Association in 9 states; top chart 12 states.

School Buses Carry 28% of Public School Students



School Term	Number Students Enrolled	Number Transported at Public Expense	Percent Transported at Public Expense
1919-1920	21,578,316	350,100	1.6%
1929-1930	25,678,015	1,902,826	7.4
1939-1940	25,433,542	4,144,161	16.3
1941-1942	24,562,473	4,503,081	18.3
1943-1944	23,266,616	4,512,412	19.4
1945-1946	23,299,941	5,056,966	21.7
1947-1948	23,945,000	5,854,041	24.4
1949-1950	25,111,427	6,980,689	27.8
1950-1951	25,706,000	7,210,447	28.0

Note: While all types of transportation are included, practically all of the children are transported in buses.

SOURCE: U. S. Office of Education.

67 Percent of Rural Teachers Ride Automobiles To and From Work

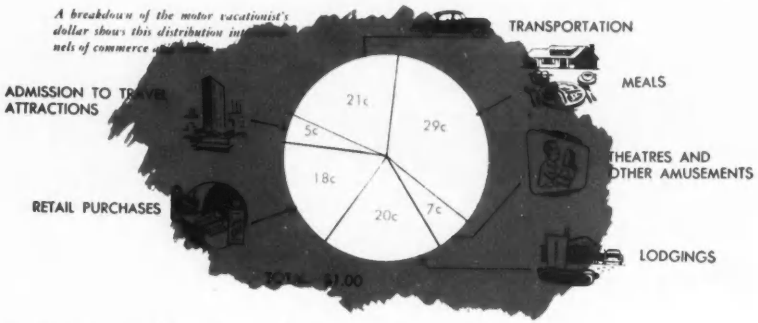
". . . About 56 in every 100 rural teachers drive their own cars to and from work. An additional 10 to 11 in each 100 ride with someone else in a personal car . . . Rural teachers living within easy walking distance of school are in the minority. The average distance to school (one way) is 4.6 miles. One third of the elementary-school teachers and one-fifth of the secondary-school teachers live 6 or more miles from school. A few even live as far as 30 miles away."

SOURCE: "Rural Teachers in 1951-52", National Education Association of the United States.

High School Driver Training Aided by Auto Dealers

During the 1951-52 school term, more than 6,000 cars, valued at $12,000,000, were supplied by automobile dealers for use in behind-the-wheel instruction in the nation's high schools. About one-third of a million students receive such instruction annually at a cost of about $30.00 per student.

Only 21 Cents of Motor Vacationist's Dollar is Spent on Transportation Costs



SOURCE: American Automobile Association.

81% of Vacation Trips in 1951 Were by Automobile

Method of Travel	Percent of Trips	Average Mileage per Round Trip	Amount Spent for Transportation
Automobile	80.7	1,013	$ 806,300,000 (1)
Bus	13.7	545	88,700,000
Railroad, Pullman	3.9	1,269	133,900,000
Railroad, Coach	11.2	947	159,400,000
Airline (Except Overseas)	4.3	1,494	195,600,000
Airline (Overseas)	.2	3,605	45,100,000
Ship and Boat (Except Overseas)	1.2	293	19,600,000
Ship (Overseas)	.2	4,591	49,600,000
Other (2)	3.8	50	6,000,000
Total	(3)	**1,135**	**$1,504,200,000**

NOTE: For the purposes of this survey a vacation trip was defined as any pleasure trip of three or more days duration.
(1) Includes expenditures for gasoline, oil, accessories and auto repairs on vacation travel.
(2) Includes trips by bicycle, motorcycle, canoe, etc.
(3) Total exceeds 100% because some families used more than one method of transportation.

SOURCE: "The Vacation Travel Market of the United States," the Curtis Publishing Co.

1951 Automobile Vacationists Spent $9,240,000,000

"... We believe it can now be stated that 66,000,000 persons, traveling in 22,000,000 cars, take automobile vacations during the year, with the average car covering 1,200 miles in 11 days of travel, while each of its three occupants spend $140. This brings the total expenditure of all automobile vacationists to $9,240,000,000."

SOURCE: "Americans on the Highway," American Automobile Association.

Travel is a Major Source of Revenue for Nearly All States

	Number of Visitors	Expenditures		Number of Visitors	Expenditures
Alabama	2,000,000	$ 40,000,000	New Mexico*	6,400,500	$ 160,000,000
Arizona	6,900,000	175,000,000	New York*	22,000,000	1,900,000,000
Arkansas*	6,437,500	197,181,000	North Carolina*	6,000,000	300,000,000
Calif., No. Cent.	1,841,033	151,531,746	Oklahoma	7,924,121	101,587,231
Calif., Southern	3,068,612	473,957,365	Oregon*	2,746,000	121,000,000
Colorado*	3,010,000	220,709,000	Pennsylvania	15,000,000	800,000,000
Florida*	4,800,000	840,000,000	South Carolina	**	67,000,000
Georgia*	8,746,310	218,657,810	South Dakota*	1,800,000	75,000,000
Maine*	1,200,000	150,000,000	Tennessee*	10,056,574	465,419,800
Maryland	2,500,000	80,000,000	Texas	9,156,000	375,200,000
Massachusetts	**	325,000,000	Vermont*	2,000,000	80,000,000
Michigan*	7,000,000	560,000,000	Virginia*	35,058,177	468,000,000
Minnesota*	1,000,000	200,000,000	Washington*	3,000,000	118,900,000
Mississippi*	2,075,000	244,789,884	West Virginia*	7,032,340	132,951,411
Missouri*	8,853,500	218,610,000	Wisconsin*	**	300,000,000
Montana*	2,479,714	74,887,362	Wyoming*	2,627,233	102,461,697
New Hampshire*	**	125,000,000	Hawaii	78,736	40,000,000
New Jersey*	25,455,000	1,405,480,000	Puerto Rico	85,954	15,000,000

*These 26 states rank travel among their three biggest industries. **Not available.
NOTE: These figures are provided by the states on the basis of their own research formulas.
SOURCE: Compiled by American Automobile Association.

Farm Products Consumed by Automobile Industry, 1952

	Amount	Price Paid to Farmers
Cotton	460,480 bales, or yield of 763,000 acres	$80,000,000
Wool	21,600,000 pounds, from 2,600,000 sheep	$11,500,000
Mohair	203,000 pounds, from 38,000 goats	$195,000
Corn	2,200,000 bushels, yield from 545,000 acres	$ 3,600,000
Cattle Hides	553,000, or 25,000,000 square feet	— — —

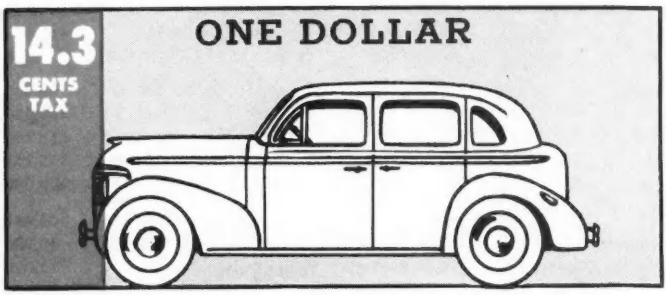
Other farm products used in substantial amounts, but for which automotive consumption cannot readily be estimated, include: Hogs, Soy Beans, Flaxseed, Beeswax, Tung Oil, Wheat Straw, Sugar Cane, Turpentine, etc.

TAXES TOOK 29 CENTS OUT OF AUTO SALES DOLL

While Inflation Has Doubled Car Prices,

1939

Popular Priced, Large-Sales-Volume Car Delivered at $1,000



$143 TAX IN A $1,000 CAR

Delivered to a Resident of Michigan

	TOTAL TAXES PER CAR	TAXES PER AUTO SALES DOLLAR IN CENTS
1. Estimated taxes accrued on materials, parts and their transportation prior to receipt by automobile manufacturer	$ 30.90	3.09
2. Estimated income and other taxes paid by automobile manufacturer, exclusive of Federal Excise Tax	$ 28.45	2.85
3. Federal excise taxes on car, including radio and heater	$ 27.05	2.71
4. Dealer's property, income and other taxes	$ 15.00	1.50
5. Michigan's sales tax	$ 28.75	2.88
6. License plate and title on car	$ 12.75	1.28
7. Federal and state excise or sales tax on 5 gallons gas and 6 quarts oil	.26	.02
Total Taxes on new car, ready for use	**$143.16**	**14.33**

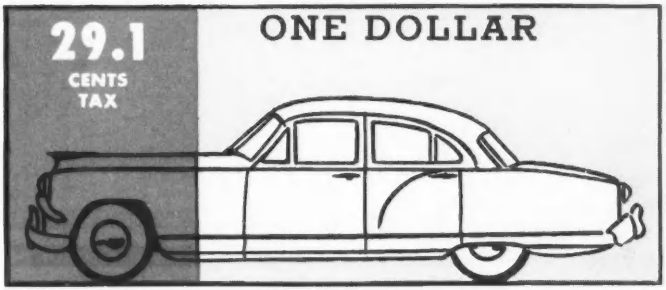
Total special taxes on motor vehicle users in 1952 amounte
gasoline taxes, tolls and federal excise taxes on motor ve

Note: The taxes accrued in the price of a car, shown in table above, do not include indi

OLLAR IN 1952 COMPARED WITH 14 CENTS IN 1939
es, Total Taxes in a Car Have Quadrupled

1952

Popular Priced, Large-Sales-Volume Car Delivered at $2,000



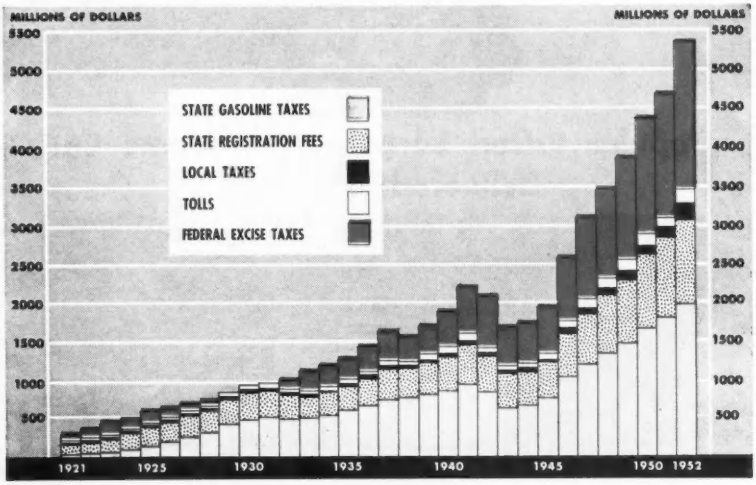
$583 TAX IN A $2,000 CAR

Delivered to a Resident of Michigan

	TOTAL TAXES PER CAR	TAXES PER AUTO SALES DOLLAR IN CENTS
1. Estimated taxes accrued on materials, parts and their transportation prior to receipt by automobile manufacturer	$150.00	7.50
2. Estimated income and other taxes paid by automobile manufacturer, exclusive of Federal Excise Tax	$149.35	7.46
3. Federal excise taxes on car, including radio and heater	$146.00	7.30
4. Dealer's property, income and other taxes	$ 66.65	3.33
5. Michigan's sales tax	$ 57.85	2.88
6. License plate and title on car	$ 12.75	.64
7. Federal and state excise or sales tax on 5 gallons gas and 6 quarts oil	$ .40	.02
Total Taxes on new car, ready for use	**$583.00**	**29.13**

ounted to $5,291,980,000. These taxes include registration fees,
tor vehicles, parts, gasoline, and oil.
ude individual income taxes on wages and salaries or social security taxes paid by employes.

1952 Special Vehicle Taxes Total $5,305,000,000



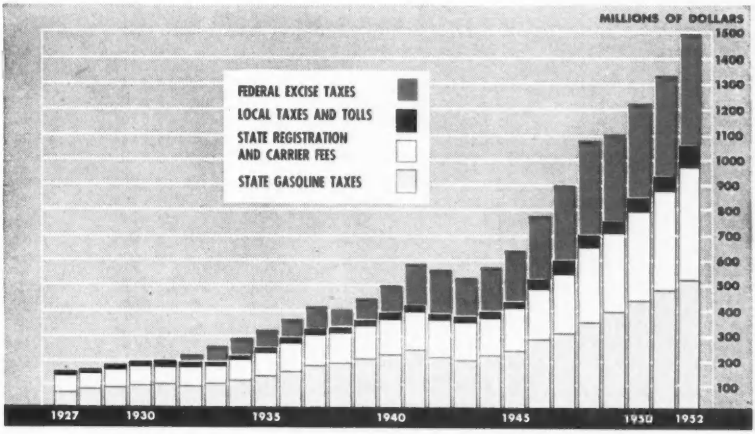
IN THOUSANDS OF DOLLARS

	State Gross Registration Receipts① (000)	State Gasoline Tax Net① (000)	Special City & County Taxes② (000)	Bridge, Tunnel, Ferry, Road Tolls③ (000)	Sub-total of Preceding Columns (000)	Federal Excise Taxes④ (000)	Total Special Taxes (000)
1925	$260,583	$ 148,358	$ 7,085	$36,000	$ 452,026	$ 145,302	$ 597,328
1926	288,236	187,603	8,051	42,000	525,890	96,432	622,322
1927	300,872	258,967	8,875	47,000	615,714	60,504	676,218
1928	322,577	305,234	9,738	52,000	689,549	28,222	717,771
1929	347,697	431,636	11,451	59,000	849,784	—0—	849,784
1930	355,580	494,683	12,470	62,000	924,733	—0—	924,733
1931	344,313	537,589	13,696	65,000	960,598	—0—	960,598
1932	325,104	514,139	15,570	60,000	914,813	75,356	990,169
1933	301,314	519,403	15,460	60,000	896,177	230,649	1,126,826
1934	316,754	566,642	16,714	64,000	964,110	235,743	1,199,853
1935	335,401	619,677	19,822	68,000	1,042,900	256,671	1,299,571
1936	374,920	691,420	22,025	73,000	1,161,365	297,142	1,458,507
1937	415,829	761,998	23,539	78,000	1,279,366	326,515	1,605,881
1938	405,246	771,764	26,490	78,700	1,282,200	267,959	1,550,159
1939	430,549	821,656	29,807	87,400	1,369,412	324,012	1,693,424
1940	457,091	870,136	33,260	96,100	1,456,587	416,394	1,872,981
1941	511,242	957,312	38,360	106,000	1,612,914	572,759	2,185,673
1942	470,864	844,855	37,637	87,000	1,440,356	626,055	2,066,411
1943	449,724	659,125	34,722	70,000	1,213,571	445,814	1,659,385
1944	445,620	680,950	32,878	72,000	1,231,448	486,097	1,717,545
1945	467,589	783,691	33,693	84,000	1,368,973	556,963	1,925,936
1946	551,318	1,064,681	42,822	113,000	1,771,821	798,406	2,570,227
1947	646,097	1,206,305	59,038	124,000	2,035,440	1,039,373	3,074,813
1948	755,183	1,350,028	79,597	134,000	2,318,808	1,154,370	3,473,178
1949	833,639	1,474,508	92,699	143,000	2,543,846	1,280,663	3,824,509
1950	948,333	1,667,229	107,328	157,000	2,879,890	1,479,471	4,359,361
1951	1,054,136	1,812,624	122,119	168,000	3,156,879	1,547,775	4,704,654
1952	1,133,507	1,967,831	137,000	200,000	3,438,338	1,866,972	5,305,310

These are special taxes on the motor vehicle users. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminal and truck, taxicab and bus operating companies are not included.

① U. S. Bureau of Public Roads. Registration receipts include special motor carrier fees.
② Estimated from data compiled by the Board of Investigation and Research.
③ Estimated by Automobile Manufacturers Association from various special surveys by the U. S. Bureau of Public Roads. Includes both private and public toll facilities.
④ Bureau of Internal Revenue and U. S. Bureau of Public Roads. Not a road tax.

1952 Special Truck Taxes Total $1,480,000,000



Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	State Registration Fees①	State Motor Carrier & Trailer Fees②	State Gasoline Tax③	Special City & County Taxes④	Bridge, Tunnel, Ferry, Road Tolls④	Sub-Total of Preceding Columns	Federal Excise Taxes⑤	Total Special Taxes
1929	$72,823	$1,607	$93,308	$1,477	$13,600	$182,815	—	$182,815
1930	78,789	1,955	98,691	1,659	14,300	195,394	—	195,394
1931	76,616	2,758	103,391	1,849	15,000	199,614	—	199,614
1932	74,046	8,577	97,596	2,102	13,800	196,121	$18,732	214,853
1933	68,659	11,683	103,076	2,103	13,800	199,321	50,263	249,584
1934	78,988	12,195	116,827	2,290	14,700	225,000	49,986	274,986
1935	84,186	15,524	135,014	2,775	15,600	253,099	56,609	309,708
1936	95,047	19,233	156,118	3,128	16,800	290,326	67,182	357,508
1937	104,790	21,791	180,095	3,366	17,900	327,942	74,619	402,561
1938	101,885	22,088	184,932	3,788	18,100	330,793	66,096	396,889
1939	107,968	24,582	205,009	4,292	21,000	362,851	78,394	441,245
1940	111,891	26,504	223,581	4,756	24,000	390,732	101,953	492,685
1941	124,815	31,450	241,714	5,409	26,500	429,888	142,878	572,766
1942	117,849	32,799	216,298	5,307	21,700	393,953	161,752	555,705
1943	116,136	34,422	206,672	5,104	17,500	379,834	138,325	518,159
1944	118,358	36,427	219,890	4,932	18,000	397,607	163,213	560,820
1945	129,326	39,884	242,966	5,323	21,000	438,499	186,501	625,000
1946	160,911	43,333	284,003	7,237	28,250	523,734	242,285	766,019
1947	197,801	50,928	305,023	10,273	31,000	595,025	294,274	889,299
1948	235,515	58,960	349,871	14,168	33,500	691,814	362,207	1,054,021
1949	251,298	60,662	379,951	16,130	35,750	743,791	318,590	1,062,381
1950	283,110	68,924	429,986	18,246	39,250	839,516	351,238	1,190,754
1951	312,379	77,868	490,920	20,638	42,000	943,805	376,623	1,320,428
1952	346,095	109,684	514,442	23,000	50,000	1,043,221	436,600	1,479,821

① Includes truck share of miscellaneous receipts. Based on data from U. S. Bureau of Public Roads.
② Estimated payments of motor carrier fees paid by buses have been deducted. Based on data from U. S. Bureau of Public Roads.
③ Estimated from data of U. S. Bureau of Public Roads and American Petroleum Institute.
④ Estimated by Automobile Manufacturers Association.
⑤ Estimated from data of U. S. Bureau of Internal Revenue. Not a road tax.

State Motor Vehicle Fees and Gasoline Taxes

In Thousands of Dollars	Gasoline Taxes			Registration Fees Including Special Motor Carrier Taxes		
	1941	1951	1952	1941	1951	1952
Ala.	18,401	37,585	40,417	6,853	14,854	8,929
Ariz.	5,362	12,377	14,144	1,577	5,250	6,265
Ark.	13,219	25,968	27,494	3,939	9,540	9,867
Calif.	58,094	155,053	165,975	35,815	131,644	140,841
Colo.	8,833	23,594	25,229	3,812	8,239	8,826
Conn.	11,804	20,905	22,180	8,586	12,375	12,989
Del.	2,504	4,860	5,254	1,456	2,135	2,316
Fla.	30,397	61,159	67,847	9,890	26,752	28,803
Ga.	26,086	52,891	53,094	3,061	5,685	6,065
Idaho	5,218	11,146	11,412	1,615	3,308	4,820
Ill.	45,261	71,495	86,515	26,567	46,918	56,021
Ind.	29,244	46,125	49,129	13,040	25,669	27,533
Iowa	15,400	29,869	30,837	14,646	32,110	33,851
Kan.	11,389	28,113	29,485	6,372	15,670	15,392
Ky.	16,180	39,456	41,702	6,517	15,061	15,836
La.	21,562	48,307	48,495	3,635	8,728	8,295
Maine	6,654	14,060	14,308	4,456	6,835	7,169
Md.	13,070	26,936	29,399	7,830	19,282	20,685
Mass.	22,536	30,869	41,954	8,043	14,786	15,187
Mich.	35,504	66,322	78,281	27,787	46,299	51,346
Minn.	19,055	37,033	39,326	19,577	26,318	27,502
Miss.	13,753	30,809	33,013	3,672	7,969	7,950
Mo.	14,451	22,390	28,098	12,655	20,300	21,165
Mont.	5,471	11,676	11,923	1,863	5,298	6,029
Neb.	12,357	21,601	22,078	3,227	7,532	6,835
Nev.	1,708	3,805	4,334	722	1,933	2,158
N. H.	3,716	5,807	7,260	3,295	4,664	4,844
N. J.	26,306	38,342	39,993	24,453	44,429	46,422
N. M.	5,102	14,725	15,727	2,485	6,485	7,120
N. Y.	74,520	99,119	110,681	54,004	82,550	102,646
N. C.	31,931	69,491	74,386	10,361	23,886	25,309
N. D.	3,625	7,364	7,324	2,071	6,434	6,623
Ohio	58,113	85,165	89,018	34,106	59,072	64,347
Okla.	18,976	40,714	43,608	7,115	22,614	24,188
Ore.	13,011	29,931	30,191	6,080	17,751	19,808
Pa.	64,872	112,977	126,105	41,333	59,553	60,976
R. I.	4,275	6,638	7,094	3,438	4,951	5,192
S. C.	16,060	34,753	38,484	3,045	6,278	7,076
S. D.	4,617	9,572	9,045	2,348	6,241	6,586
Tenn.	25,399	50,201	53,939	7,198	14,987	13,659
Texas	52,768	97,865	106,800	26,848	73,695	81,106
Utah	4,370	9,777	11,422	1,335	2,915	3,450
Vt.	2,930	5,035	5,261	2,750	4,195	4,983
Va.	22,896	49,156	52,326	8,854	16,023	17,391
Wash.	19,334	43,652	45,387	5,653	25,607	26,815
W. Va.	11,559	18,707	19,172	7,320	15,246	15,558
Wis.	22,926	34,677	36,144	16,703	28,657	28,859
Wyo.	3,014	6,555	7,522	981	2,754	3,034
D. of C.	3,479	7,997	9,019	2,253	4,659	4,840
Total	**957,312**	**1,812,624**	**1,967,831**	**511,242**	**1,054,136**	**1,133,507**

SOURCE: U. S. Bureau of Public Roads.

1952 Federal Automotive Excise Taxes $1,866,972,000

In Thousands of Dollars	Automobiles	Trucks, Buses, & Trailers	Parts & Accessories	Tires & Tubes	Motor Fuel①	Lubricating Oil	Total Excise Taxes
Alabama	7,352	2,357	2,725	2,102	12,521	751	27,808
Arizona	2,705	879	1,226	946	5,635	338	11,729
Arkansas	4,133	2,246	1,741	1,343	7,999	480	17,942
California	49,943	7,802	16,095	12,417	73,965	4,438	164,660
Colorado	5,031	1,448	1,853	1,430	8,517	511	18,790
Connecticut	9,180	974	2,398	1,851	11,022	661	26,086
Delaware	1,775	317	462	356	2,121	127	5,158
Florida	11,647	2,657	3,884	2,997	17,850	1,071	40,106
Georgia	10,399	2,855	3,759	2,900	17,274	1,036	38,223
Idaho	2,697	879	832	642	3,825	230	9,105
Illinois	42,572	4,586	9,569	7,382	43,973	2,638	110,720
Indiana	17,612	2,843	5,306	4,094	24,384	1,463	55,702
Iowa	10,322	2,116	3,380	2,607	15,531	932	34,888
Kansas	9,094	2,408	2,609	2,013	11,989	719	28,832
Kentucky	7,445	2,079	2,635	2,033	12,107	726	27,025
Louisiana	7,752	2,090	2,475	1,910	11,374	682	26,283
Maine	2,443	694	1,030	794	4,731	284	9,976
Maryland	9,621	1,275	2,555	1,971	11,741	705	27,868
Massachusetts	16,583	1,726	4,360	3,363	20,035	1,202	47,269
Michigan	41,437	4,484	7,832	6,042	35,991	2,159	97,945
Minnesota	13,186	2,182	3,454	2,665	15,874	953	38,314
Mississippi	4,849	2,135	1,986	1,532	9,126	548	20,176
Missouri	13,933	3,004	5,240	4,042	24,079	1,445	51,743
Montana	2,902	1,019	849	655	3,903	234	9,562
Nebraska	6,321	1,744	1,871	1,444	8,598	516	20,494
Nevada	834	245	402	310	1,848	111	3,750
New Hampshire	2,029	361	592	457	2,723	163	6,325
New Jersey	21,440	2,498	5,993	4,623	27,539	1,652	63,745
New Mexico	2,226	783	1,123	867	5,162	310	10,471
New York	49,240	5,558	11,716	9,038	53,838	3,230	132,620
North Carolina	11,286	3,152	4,320	3,333	19,853	1,191	43,135
North Dakota	2,604	789	652	503	2,998	180	7,726
Ohio	37,061	4,800	9,852	7,601	45,274	2,717	107,305
Oklahoma	8,056	2,494	2,768	2,135	12,719	763	28,935
Oregon	7,373	1,691	2,235	1,725	10,272	616	23,912
Pennsylvania	43,600	5,446	10,242	7,901	47,065	2,824	117,078
Rhode Island	2,883	317	758	585	3,482	209	8,234
South Carolina	5,440	1,616	2,209	1,704	10,151	609	21,729
South Dakota	2,545	730	756	583	3,474	208	8,296
Tennessee	8,555	2,410	3,150	2,430	14,475	869	31,889
Texas	34,361	9,150	11,530	8,895	52,986	3,179	120,101
Utah	2,619	658	889	686	4,088	245	9,185
Vermont	1,269	336	441	340	2,025	121	4,532
Virginia	12,845	2,436	3,832	2,956	17,608	1,057	40,734
Washington	8,126	1,547	2,940	2,268	13,510	811	29,202
West Virginia	4,697	1,055	1,676	1,293	7,703	462	16,886
Wisconsin	13,996	2,227	3,953	3,049	18,164	1,090	42,479
Wyoming	1,599	591	601	464	2,764	166	6,185
Dist. of Columbia	3,013	324	887	684	4,077	245	9,230
Continental U. S.	$598,631	$108,013	$173,643	$133,961	$797,963	$ 47,877	$1,860,088
Alaska	1,134	349	159	122	729	44	2,537
Hawaii	1,327	38	449	346	2,063	124	4,347
Total	**$601,092**	**$108,400**	**$174,251**	**$134,429**	**$800,755**	**$ 48,045**	**$1,866,972**

NOTE: Both the highway-user portion of total taxes paid and the distribution by states were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

① Includes receipts of $14,683,000 from the highway diesel-fuel tax.

SOURCE: Preliminary Estimates by U. S. Bureau of Public Roads.

1952 State Sales Taxes on Auto Products $372 Millions

In Thousands	New Passenger Cars	New Trucks	Used Cars and Trucks	Parts & Accessories	Tires & Tubes	Lubricating Oil	Gasoline ④	Total
Ala.	$ 1,080	$ 527	$ 854	$1,895	$ 879	$ 301 ③	—	$5,536
Ariz.	847	405	631	536	249	180	—	2,848
Ark.	1,199	994	—	821	435	254	—	3,703
Calif.	23,584	5,396	15,112	12,559	5,170	3,504	—	65,325
Colo.	1,491	653	1,139	1,009	471	267	—	5,030
Conn.	2,643	423	1,766	1,292	525	347	—	6,996
Del.	26	7	18	10	4	3	24	92
Fla.	—	—	—	2,872	1,234	903	—	5,009
Ga.	4,562	1,909	3,491	2,489	1,142	846	6,388	20,827
Ill.	18,249	2,973	8,038	—	1,854	1,356	9,529	41,999
Ind.	1,554	383	1,116	777	339	239	1,750	6,158
Iowa	2,973	931	2,176	1,771	780	490	3,451	12,572
Kan.	2,633	1,064	2,019	1,497	713	378	—	8,304
La.	2,294	941	①	1,228	572	364	—	5,399
Maine	705	302	551	467	218	150	—	2,393
Md.	②	②	②	1,266	535	370	—	2,171
Mich.	17,400	2,882	11,981	6,254	2,534	1,683	11,784	54,518
Miss.	1,425	955	1,235	851	443	287	2,199	7,395
Mo.	3,997	1,316	2,965	2,165	999	762	—	12,204
N. M.	334	178	265	442	216	163	—	1,598
N. C.	1,176	355	①	2,853	1,285	951	—	6,620
N. D.	771	355	597	463	244	113	—	2,543
Ohio	15,632	3,097	10,937	7,363	2,969	2,137	—	42,135
Okla.	2,366	1,116	1,856	1,448	701	405	—	7,892
R. I.	832	138	557	443	181	111	—	2,262
S. C.	1,512	486	1,861	1,673	737	506	—	6,775
S. D.	751	328	575	487	240	110	—	2,491
Tenn.	2,467	1,061	1,926	1,517	695	458	—	8,124
Utah	798	303	575	444	199	146	—	2,465
Va.	370	106	267	168	74	55	396	1,436
Wash.	4,221	1,177	2,791	2,650	1,147	724	524	13,234
W. Va.	334②	114②	252②	1,010	480	304	493	2,987
Wyo.	474	266	386	254	129	90	—	1,599
D. of C.	868	140	580	314	123	127	—	2,152
Total	**$119,568**	**$31,281**	**$76,517**	**$61,288**	**$28,516**	**$19,084**	**$36,538**	**$372,792**

① Used motor vehicles are exempt from payment of sales tax.
② Kentucky and Texas have no sales tax, but impose special taxes on motor vehicles at time of issuance of certificate of title. Maryland and West Virginia exempt motor vehicles from state sales tax, but impose an excise or privilege tax on motor vehicles when issuing certificate of title. These special titling taxes, similar to sales taxes, are omitted from the above table, but are included in the table on state motor vehicle fees and gasoline taxes. West Virginia motor vehicle sales are also subject to the ½ of 1% business and occupational tax, estimates for which are included above.
③ Lubricating oil is exempt from sales tax in Alabama but there is a special excise tax on lubricating oil of 2 cents per gallon. ④ Gasoline is exempt from general sales tax in most states.
NOTE: No attempt has been made to estimate sales taxes on other automotive products and services such as repairs, second hand parts, garaging, lubricants other than oil, etc. SOURCE: Estimated by Auto Man'f'rs. Assoc.

$1,854,000,000 In Federal Excise Taxes Paid By Motorists, 1952

	Gasoline ①	Oil ①	Tires & Tubes ②	Automobiles & Motorcycles ②	Trucks ②	Parts & Accessories ②	Total
1932	$56,870,043	4,099,103	7,545,071	4,221,263	720,155	1,900,111	$ 75,355,749
1933	163,919,018	12,927,982	23,836,119	22,475,888	3,046,827	4,443,072	230,648,906
1934	153,948,889	14,409,223	24,704,077	31,533,517	5,261,205	5,886,004	235,742,915
1935	155,897,545	16,714,973	28,102,445	42,262,454	6,674,269	7,019,010	256,670,696
1936	168,820,507	16,811,617	38,241,552	56,475,924	8,044,343	8,747,945	297,141,888
1937	183,737,970	19,535,322	40,088,006	64,721,886	8,811,653	9,619,924	326,514,761
1938	181,797,122	17,687,295	26,771,719	29,405,043	5,230,379	7,067,611	267,959,169
1939	198,410,360	17,305,162	41,131,327	51,063,558	7,144,897	8,956,583	324,011,887
1940	258,631,948	19,963,630	45,091,094	71,275,161	9,285,244	12,147,151	416,394,228
1941	341,187,349	25,434,078	71,858,422	101,463,602	14,253,275	18,561,869	572,758,595
1942	300,317,128	23,882,339	25,356,783	26,889,597	13,329,541	26,120,834	626,054,686*
1943	228,452,647	22,845,265	31,947,997	1,086,456	1,798,380	25,063,619	445,813,643*
1944	236,587,219	24,644,502	47,731,020	1,559,803	10,120,187	37,400,000	486,097,168*
1945	275,745,139	26,719,490	64,824,856	4,664,981	11,806,899	48,700,000	556,962,648*
1946	369,346,000	34,199,000	158,723,886	111,658,900	42,517,572	81,111,431	798,405,301*
1947	400,031,000	35,090,000	170,061,000	244,332,000	74,969,000	114,888,000	1,039,373,000*
1948	431,778,000	35,982,000	155,182,000	274,728,000	132,764,000	123,936,000	1,154,370,000
1949	459,856,000	38,321,000	129,991,000	448,193,000	110,238,000	94,064,000	1,280,663,000
1950	509,466,000	42,163,000	164,350,000	562,029,000	113,237,000	88,226,000	1,479,471,000
1951	552,316,000	45,108,000	146,136,000	577,884,000	105,967,000	120,364,000	1,547,775,000
1952	800,755,000	48,045,000	134,429,000	601,092,000	108,400,000	174,251,000	1,866,972,000

*Includes Federal motor vehicle use tax; 1942—210,158,464; 1943—134,619,279; 1944—128,054,437; 1945—124,501,283; 1946—848,532; 1947—2,000.
① Highway Users' Share. ② Estimated amounts paid on U. S. Government purchases are excluded.
SOURCE: U. S. Bureau of Public Roads.

$266,771,000 in Highway Revenues Spent for Non-Highway Purposes

Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues
1924	$10,728	3.5%	1934	122,150	13.8%	1944	138,437	12.3%
1925	7,179	1.8	1935	147,143	15.4	1945	99,815	8.0
1926	6,903	1.5	1936	169,278	15.9	1946	94,578	5.9
1927	8,793	1.5	1937	163,008	13.8	1947	170,518	9.2
1928	12,046	1.9	1938	157,449	13.4	1948	189,370	9.0
1929	14,697	1.9	1939	181,575	14.5	1949	166,111	7.2
1930	20,160	2.3	1940	196,491	14.8	1950	217,038	8.3
1931	23,600	2.7	1941	214,923	14.6	1951	266,771	9.3
1932	76,747	9.1	1942	204,117	15.5	**Total**	**$3,326,591**	
1933	91,577	11.2	1934	155,389	14.0			

11 States Diverted More Than 10% of Highway Revenues in 1951

In Thousands of Dollars	Amounts Diverted①	Percent of Total Motor Taxes	In Thousands of Dollars	Amounts Diverted①	Percent of Total Motor Taxes
Alabama	$2,425	4.6	North Carolina	$2,487	2.7
Arkansas	548	1.5	Oklahoma	11,670	18.4
California	53,066	18.5	Oregon	666	1.4
Delaware	2,784	39.8	Rhode Island	5,907	51.0
Florida	23,890	27.2	South Carolina	3,839	9.4
Georgia	6,645	11.3	Tennessee	5,991	9.2
Illinois	1,173	1.0	Texas	24,370	14.2
Indiana	809	1.1	Vermont	10	.1
Kansas	171	.4	Virginia	292	.4
Minnesota	182	.3	Washington	10,651	15.4
Mississippi	80	.2	Wisconsin	4,833	7.6
Nebraska	975	3.3	Dist. of Col.	1,881	14.9
New Jersey	22,740	27.5			
New Mexico	1,187	5.6	**Total**	**$266,771**	**9.3**
New York	77,509	42.7			

① State general fund appropriations for highway purposes have been offset against non-highway allocations of highway user revenues in California, Colorado, Connecticut, Florida, Illinois, Iowa, Louisiana, Massachusetts, Michigan, Minnesota, Mississippi, Montana, Nebraska, New Mexico, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas and Washington.

In five states, Delaware, Georgia, New Jersey, New York and Rhode Island, highway user revenues were placed in the state general fund where they were made available for highway and other purposes. In each of these states, highway user revenues exceeded general fund distributions for highways in 1951 and the amount of the excess is shown here.

SOURCE: Compiled by Automobile Manufacturers Association from U. S. Bureau of Public Roads reports (Table DF).

24 States Have Anti-Diversion Amendments

States which have amended their constitutions so as to dedicate state motor vehicle and gasoline taxes for highway purposes are:

	Year Adopted		Year Adopted		Year Adopted
Alabama	1952	Kentucky	1945	North Dakota	1940
Arizona	1952	Maine	1944	Ohio	1947
California	1938	Massachusetts	1948	Oregon	1942
Colorado	1934	Michigan	1938	Pennsylvania	1945
Georgia	1952	Minnesota	1920	South Dakota	1940
Idaho	1940	Missouri	1928	Texas	1946
Iowa	1942	Nevada	1940	Washington	1944
Kansas	1928	New Hampshire	1938	West Virginia	1942

79% of State Highway Funds From State Motor Taxes, 1951

Sources of Funds Expended for State Administered Highways, Exclusive of Income From Bond Issues

AMOUNTS IN THOUSANDS OF DOLLARS

	Highway User Revenues①	Federal Aid (Regular)	General Taxes and Appropriations	Other②	Total③
1923	$ 162,949	$ 72,343	$61,810	$ 82,252	$ 379,354
1924	222,628	91,401	38,367	101,348	453,744
1925	289,173	92,180	54,880	86,790	523,023
1926	358,855	79,163	48,147	83,197	569,362
1927	416,725	80,160	49,565	96,412	642,862
1928	493,299	80,798	54,424	99,322	727,843
1929	565,351	77,573	71,737	85,917	800,578
1930	700,911	92,463	43,318	77,963	914,385
1931	639,586	155,344	35,438	131,655	962,023
1932	574,689	111,409	31,588	75,982	793,668
1933	498,231	175,244	27,713	35,101	736,289
1934	579,276	317,815	11,165	56,735	964,991
1935	589,816	215,239	7,843	33,229	846,127
1936	663,886	328,638	5,133	41,698	1,039,355
1937	832,039	266,275	2,985	29,317	1,130,616
1938	810,087	199,066	5,962	24,288	1,039,403
1939	845,863	175,858	3,448	40,873	1,066,042
1940	761,569	160,576	4,726	28,912	955,783
1941	850,243	149,109	4,122	32,768	1,036,242
1942	745,694	122,108	5,944	31,444	905,190
1943	645,739	119,494	22,266	15,812	803,311
1944	679,883	77,792	6,570	15,882	780,127
1945	787,947	51,525	42,782	21,172	903,426
1946	1,059,413	137,829	96,240	30,509	1,323,812
1947	1,143,058	258,547	17,607	36,628	1,455,840
1948	1,274,061	322,412	32,247	46,503	1,675,223
1949	1,490,716	371,817	46,584	59,843	1,968,960
1950	1,669,780	371,033	20,841	72,800	2,134,454
1951	1,833,147	365,470	30,669	78,661	2,307,947

PERCENTAGES

1923	42.9%	19.1%	16.3%	21.7%	100.0%
1924	49.1	20.1	8.5	22.3	100.0
1925	55.3	17.6	10.5	16.6	100.0
1926	63.0	13.9	8.5	14.6	100.0
1927	64.8	12.5	7.7	15.0	100.0
1928	67.8	11.1	7.5	13.6	100.0
1929	70.6	9.7	9.0	10.7	100.0
1930	76.7	10 1	4.7	8.5	100.0
1931	66.5	16.1	3.7	13.7	100.0
1932	72.4	14.0	4.0	9.6	100.0
1933	67.7	23.8	3.8	4.7	100.0
1934	60.0	32.9	1.2	5.9	100.0
1935	69.7	25.4	.9	3.9	100.0
1936	63.9	31.6	.5	4.0	100.0
1937	73.6	2.63	.3	2.6	100.0
1938	77.9	19.2	.6	2.3	100.0
1939	79.3	16.5	.3	3.8	100.0
1940	79.7	16.8	.5	3.0	100.0
1941	82.1	14.4	.4	3.2	100.0
1942	82.4	13.5	.7	3.5	100.0
1943	80.4	14.9	2.8	2.0	100.0
1944	87.2	10.0	.8	2.0	100.0
1945	87.2	5.7	4.7	2.3	100.0
1946	80.0	10.4	7.3	2.3	100.0
1947	78.5	17.8	1.2	2.5	100.0
1948	76.1	19.2	1.9	2.8	100.0
1949	75.7	18.9	2.4	3.0	100.0
1950	78.2	17.4	1.0	3.4	100.0
1951	79.4	15.8	1.3	3.4	100.0

① This column presents only that portion of highway user revenues (registration fees, motor carrier, and gasoline taxes which was used for state administered highways, and a portion of tolls collected. Thus, the $1,833,147,000 highway user revenues shown here for 1951 represents only 64% of the total of over $2,860,000,000 of highway user revenues and tolls disposed of in 1951. The remaining portion of the highway revenues was used for work on local roads and streets, for expenses of collection and administration, and for non-highway purposes.

② Earnings of bond sinking funds, federal funds other than regular federal aid, transfers from local governments, and miscellaneous income.

③ Excluding income from issue of bonds, notes, etc.

SOURCE: U. S. Bureau of Public Roads (Table S.F. 3).

61% of Highway User Taxes Expended for State Highways, 1951

Disposition of Receipts from State Imposts* on Highway Users

IN THOUSANDS

Year	Expenses of Collection and Admin.	FOR STATE HIGHWAY PURPOSES: Construction Maint. and Adm. State Highways	State Park and Forest Roads	State Highway Police	Service of State Highway Obligations	Total, State Highway Purposes
1925	$ 11,961	$ 276,363	$ 61	$ 924	$ 23,280	$ 300,628
1926	16,350	320,339	—	492	27,802	348,633
1927	15,376	374,199	—	539	46,428	421,166
1928	15,875	420,442	—	1,592	49,446	471,480
1929	18,226	521,576	251	1,480	56,556	579,863
1930	20,319	561,331	251	3,455	62,818	627,855
1931	23,065	554,977	201	4,616	79,282	639,076
1932	20,707	458,040	1,236	5,597	85,592	550,465
1933	27,025	402,337	623	4,547	95,447	502,954
1934	28,975	371,916	1,317	8,752	127,912	509,897
1935	31,760	375,989	1,269	12,105	134,036	523,399
1936	37,942	419,552	1,597	13,967	150,097	585,213
1937	42,026	521,800	8,043	19,173	161,751	710,767
1938	43,977	490,773	7,698	23,403	171,802	693,676
1939	44,478	505,295	4,377	24,393	164,834	698,899
1940	46,693	576,295	3,007	26,449	148,728	754,479
1941	49,579	653,669	4,157	30,760	144,703	833,289
1942	46,056	538,910	3,042	33,816	153,624	729,393
1943	44,254	457,003	2,717	31,652	139,723	631,095
1944	44,566	484,130	2,264	28,088	150,416	664,898
1945	49,560	608,773	3,786	29,983	128,163	770,705
1946	58,506	869,120	3,443	39,181	125,314	1,037,058
1947	74,174	919,821	11,374	46,141	132,936	1,110,272
1948	83,961	1,057,515	7,207	56,444	115,682	1,236,848
1949	95,577	1,251,664	9,057	63,768	124,796	1,449,285
1950	99,985	1,373,847	23,943	71,945	127,969	1,597,704
1951	113,043	1,507,899	9,902	89,934	131,951	1,739,686

Year	FOR LOCAL ROADS AND STREETS: For Work On County & Local Roads	For Work on City Streets	Service of Local Highway Obligations	Total	For Non-Highway Purposes	Net Total Funds Distributed
1925	$ 80,246	3,988	$ 1,697	$ 85,931	$ 7,179	$ 405,699
1926	95,311	5,977	2,711	103,999	6,903	475,885
1927	109,018	3,797	1,540	114,355	8,793	559,690
1928	117,780	9,701	—	127,481	12,046	626,882
1929	151,975	14,189	—	166,164	14,697	778,950
1930	164,804	12,462	4,541	181,807	20,160	850,141
1931	170,118	20,080	5,781	195,979	23,600	881,720
1932	168,889	17,397	4,146	190,432	76,747	838,351
1933	171,586	17,894	4,071	193,551	91,577	815,107
1934	190,221	24,850	7,624	222,695	122,150	883,717
1935	207,716	22,708	7,710	238,134	147,143	940,436
1936	224,993	31,468	9,035	265,496	169,344	1,057,995
1937	232,859	43,145	3,772	279,776	163,082	1,195,651
1938	232,758	42,315	5,516	280,589	157,516	1,175,758
1939	245,882	46,446	9,557	301,885	181,654	1,226,916
1940	263,900	51,321	8,110	323,331	196,579	1,321,082
1941	288,548	58,537	7,019	354,104	215,039	1,452,011
1942	276,595	57,339	7,843	341,777	204,165	1,321,391
1943	235,675	44,286	6,612	286,573	155,455	1,117,377
1944	240,994	44,006	3,938	288,938	138,502	1,136,904
1945	264,437	47,360	3,884	315,681	99,834	1,235,780
1946	346,883	62,115	3,664	412,622	94,578	1,602,804
1947	383,754	93,174	6,849	483,777	170,518	1,838,741
1948	437,287	117,670	15,910	570,867	189,370	2,081,046
1949	472,415	131,344	22,357	626,116	166,111	2,337,089
1950	497,499	154,280	20,573	672,352	217,038	2,587,079
1951	553,482	173,605	16,638	743,725	266,771	2,863,225

*Includes only state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes; does not include toll road, ferry, bridge and tunnel receipts, Federal excise or city and county levies.

SOURCE: U. S. Bureau of Public Roads (Table DF).

Total Highway and Street Revenues From All Sources

Millions of Dollars

Year	FEDERAL GOVERNMENT PRA Regular Funds	Forest Serv. Nat'l Park Serv. & Office of Indian Affairs②	WPA and PWA Misc.	Total	STATE GOVERNMENT Highway User Revenues	Other① Revenue	Total	County and Local Rural Road Agencies	Urban Places	Grand Total
1929	$ 82	$11	—	$ 93	$ 746	$ 83	$ 829	$525	$725	$2,172
1930	129	17	—	146	810	60	870	528	787	2,331
1931	180	22	—	202	835	56	891	493	643	2,229
1932	177	21	—	198	741	56	797	389	474	1,858
1933	206	44	$ 57	307	697	41	738	296	373	1,714
1934	264	61	344	669	733	31	764	251	337	2,021
1935	253	64	237	554	762	21	783	255	335	1,927
1936	306	53	679	1,038	851	20	871	260	348	2,517
1937	276	42	472	790	991	19	1,010	265	335	2,400
1938	210	37	832	1,079	974	22	996	270	366	2,711
1939	182	35	712	929	1,001	22	1,023	275	382	2,609
1940	175	30	546	751	1,078	25	1,103	282	347	2,483
1941	162	26	349	537	1,187	38	1,225	263	295	2,320
1942	167	17	146	330	1,071	35	1,106	269	255	1,960
1943	179	7	—	186	918	50	968	266	205	1,625
1944	112	7	—	119	953	36	989	258	220	1,586
1945	63	15	—	78	1,086	99	1,185	270	330	1,863
1946	146	22	—	168	1,450	187	1,637	312	365	2,482
1947	285	38	—	323	1,594	105	1,699	358	429	2,809
1948	359	43	—	402	1,808	158	1,966	387	524	3,279
1949	422	64	—	486	2,075	173	2,248	420	564	3,718
1950	405	60	—	465	2,270	140	2,410	473	610	3,958
1951	407	52	—	459	2,483	177	2,660	488	654	4,261
1952*	465	61	—	526	2,724	214	2,938	500	675	4,639
1953**	515	78	—	593	2,892	240	3,132	508	693	4,926

Total Highway Expenditures, Federal, State, Local and City

Millions of Dollars

Year	ALL ROADS AND STREETS State Highways Total②	Local Rural Roads Total	Urban Streets Total	Fed. Exp. Not Else Inc.⑥	Capital Outlay	Maint. and Admin.	Work Relief Const.④	Interest on Hwy. Debt⑤	Grand Total
1929	$ 799	$ 645	$739	$11	$1,254	$ 736	—	$204	$2,194
1930	983	700	799	17	1,505	772	—	222	2,499
1931	988	642	663	22	1,362	716	—	237	2,315
1932	839	518	491	21	964	665	—	240	1,869
1933	794	432	420	44	811	595	$ 56	228	1,690
1934	859	545	534	61	834	610	335	220	1,999
1935	727	494	461	64	720	616	202	208	1,746
1936	984	762	643	53	920	696	633	193	2,442
1937	949	672	584	42	918	715	429	185	2,247
1938	932	863	778	37	898	756	775	181	2,610
1939	905	841	665	35	879	725	664	178	2,446
1940	966	778	567	30	901	735	527	178	2,341
1941	952	658	480	26	825	776	346	169	2,116
1942	773	510	404	17	647	756	146	155	1,704
1943	607	419	321	7	431	777	—	146	1,354
1944	589	433	321	7	372	841	—	137	1,350
1945	643	449	327	13	367	928	—	137	1,432
1946	1,022	601	409	21	811	1,113	—	129	2,053
1947	1,502	750	557	34	1,409	1,314	—	120	2,843
1948	1,844	866	674	39	1,780	1,521	—	122	3,423
1949	2,112	933	794	57	2,146	1,621	—	129	3,896
1950	2,311	978	815	46	2,306	1,712	—	132	4,150
1951	2,612	1,024	863	42	2,548	1,857	—	136	4,541
1952*	2,986	1,085	898	45	2,913	1,957	—	144	5,014
1953**	3,361	1,104	938	50	3,243	2,034	—	176	5,453

*Preliminary. ** Forecast by Bureau of Public Roads.

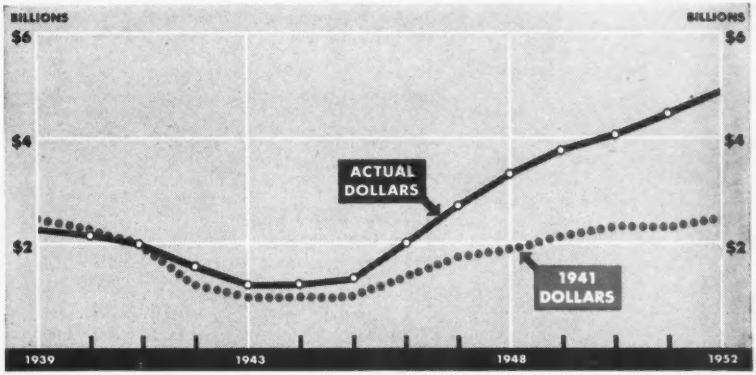
Federal and State data are for calendar years. County and Local data are for varying fiscal years, as reported. Data for most recent years are partly estimated.

① Includes tolls from roads, bridges and ferries; earnings on debt service fund; and miscellaneous state imposts and revenues. ② Includes expenditures of Forest Service and National Park Service funds by Bureau of Public Roads as well as direct expenditures by the Forest and Park Services. ③ Includes expenditure by states on trans-city connections of state highways, also includes expenditures for state highway police. ④ W.P.A., etc. ⑤ Interest payments have been reduced by amounts paid to counties on reimbursement obligations, in order to avoid duplication. ⑥ Expenditures by Forest Service, National Park Service and Office of Indian Affairs, practically all construction, and included as such in totals.

SOURCE: U. S. Bureau of Public Roads (Tables HF-1, HF-2 and HF-21).

Highway Expenditures at Pre-war Levels

After Adjusting For Higher Costs



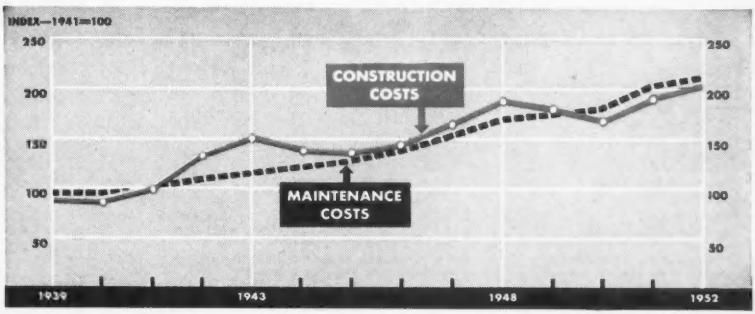
Federal, State, and Local Highway Expenditures

Actual and in 1941 Dollars

Year	Actual①, Millions	1941 Dollars②, Millions	Year	Actual①, Millions	1941 Dollars②, Millions
1938	$2,429	$2,633	1946	$1,924	$1,362
1939	2,268	2,453	1947	2,723	1,719
1940	2,163	2,347	1948	3,301	1,869
1941	1,947	1,947	1949	3,767	2,140
1942	1,549	1,224	1950	4,018	2,322
1943	1,208	954	1951	4,405	2,296
1944	1,213	962	1952	4,870	2,408
1945	1,295	987	1953③	5,277	2,570

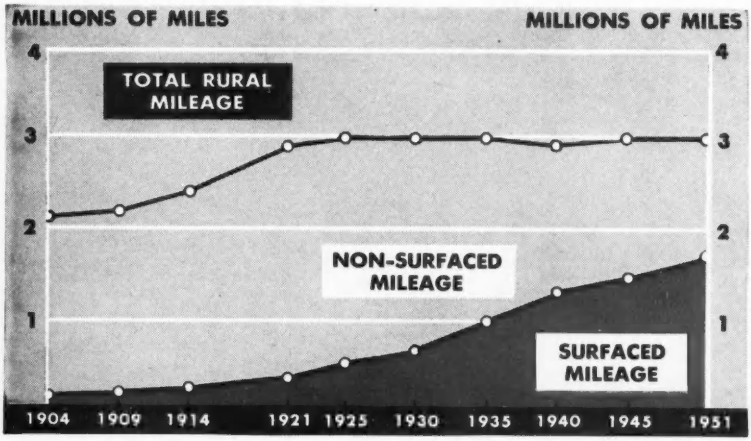
① Excluding debt service.
② Actual expenditures deflated by highway construction and maintenance cost indexes. ③ Preliminary.
SOURCE: Calculated by A.M.A. from data of U. S. Bureau of Public Roads.

Highway Construction and Maintenance Costs Have Doubled Since 1941



SOURCE: U. S. Bureau of Public Roads.

58 Percent of Rural Road Mileage Is Surfaced



Existing Rural Road Mileage at End of Year in Thousands of Miles

	SURFACED MILEAGE			NON-SURFACED MILEAGE			TOTAL MILEAGE		
	State Control	County & Local Control	Total	State Control	County & Local Control	Total	State Control	County & Local Control	Total
1904	—	—	154	—	—	1,997	—	—	2,151
1909	—	—	190	—	—	2,010	—	—	2,200
1914	—	—	257	—	—	2,188	—	—	2,445
1921	84	303	387	119	2,419	2,538	203	2,722	2,925
1925	145	376	521	130	2,355	2,485	275	2,731	3,006
1935	357	706	1,063	148	1,821	1,969	505	2,527	3,032
1945	450	1,045	1,495	91	1,426	1,517	541	2,471	3,012
1951	526	1,180	1,723*	66	1,141	1,264*	592	2,321	2,987*

*Totals include 74,000 miles of roads under Federal control in National Parks, Forests, Reservations, etc. 17,000 are surfaced and 57,000 are unsurfaced.

SOURCE: U. S. Bureau of Public Roads (Tables RM-200, RM-2, and M-2).

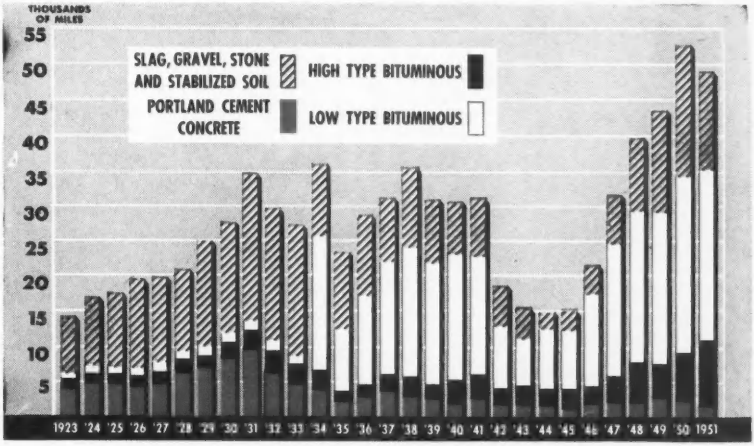
Revenues and Expenditures for Streets and Highways in Large Cities

In Thousands	1945	1946	1947	1948	1949	1950*	1951*
CITIES 250,000 POPULATION AND OVER*							
Revenues (Certain Types Only)							
Taxes on Motor Fuel	$4,555	$5,642	$6,710	$8,393	$9,283	$10,147	$10,993
Vehicle and Operators Licenses	8,161	9,045	10,024	13,161	14,483	15,854	17,296
Parking Meters	2,334	2,588	2,964	3,838	5,113	7,231	9,243
Highway Aid from State	25,785	31,833	38,966	44,366	60,824	59,493	69,458
Expenditures:							
Capital Outlay①	26,628	41,326	83,281	110,647	146,430	162,984	178,813
Current Operation	83,186	87,282	97,824	118,219	121,531	124,879	146,639

① "Capital Outlay" includes "New Construction" plus purchase of land and existing structures, and equipment. Capita expenditures for street lighting, snow removal, sidewalks and curbs are included.
*Data for 1949 and earlier years cover 37 cities having over 250,000 inhabitants in 1940. Data for 1950 are on basis of 1950 population count and cover 39 cities in the over 250,000 group, 1951 data cover 41 cities.

SOURCE: U. S. Department of Commerce, Bureau of the Census, Government Division.

49,000 Miles of Surfaced Roads Built by States



Surfaced Roads Built by State Highway Departments*

	Portland Cement Concrete①	High Type Bituminous	Low Type Bituminous	Slag, Gravel, Stone and Stabilized Soil	Total
1941	2,235	4,204	16,564	8,035	31,038
1942	1,471	2,855	8,700	5,335	18,361
1943	1,155	3,495	7,121	3,661	15,432
1944	668	3,444	8,699	1,919	14,730
1945	455	3,598	8,655	2,287	14,995
1946	781	4,180	11,956	4,356	21,273
1947	1,258	5,133	18,079	7,057	31,527
1948	1,588	6,443	21,301	10,619	39,951
1949	1,575	6,204	21,192	13,876	42,847
1950	1,380	8,245	24,934	17,564	52,123
1951	1,258	9,740	24,036	13,906	48,940

*Includes mileage built by state highway departments on county, local, and city roads and streets not under state control in a few states, and on forest, park, and institutional roads.
① Includes negligible amounts of other high-type surfaces.
SOURCE: U. S. Bureau of Public Roads (Tables SMB-1A, 2, 3,4, and 5).

90% of State Highway Mileage is Surfaced

Total State Highway Mileage in Use

	1944	1946	1947	1948	1949	1950	1951	%
Primitive	1,978	2,436	2,390	2,055	2,392	2,248	2,303	.4
Unimproved	39,247	41,775	37,732	37,811	33,573	30,566	29,308	4.7
Graded and Drained	50,262	48,373	43,060	41,228	38,340	33,643	30,513	4.9
Soil-Surfaced	28,616	27,288	43,896	42,717	43,337	40,687	39,297	6.3
Slag, Gravel or Stone	109,594	109,392	92,246	90,140	90,587	92,191	92,350	14.9
Bituminous Surface-Treated	97,633	103,092	111,683	118,721	125,604	133,847	141,538	22.8
Mixed Bituminous	73,120	76,720	82,101	85,926	90,805	97,560	101,664	16.4
Bituminous Penetration	34,662	35,378	32,782	33,419	33,962	34,210	35,892	5.8
Bituminous Concrete and Sheet Asphalt	30,536	35,828	38,721	43,284	46,666	51,828	59,445	9.6
Portland Cement Concrete	94,245	92,553	91,338	92,265	90,897	89,311	86,652	14.0
Brick	3,300	2,949	2,575	2,521	2,338	2,184	1,954	.3
Block	295	226	197	206	198	193	183	—
Dual-type	3,396	3,400	3,514	*	*	*	*	—
Unclassified	293	—	—	—	—	—	—	—
Total	**567,177**	**579,410**	**582,235**	**590,293**	**598,699**	**608,468**	**621,099**	**100.0**
Percent Surfaced	**83.9**	**84.0**	**85.7**	**86.3**	**87.6**	**89.1**	**90.0**	

*Dual-type mileage included with predominant type of the two or more surfaces involved.
SOURCE: U. S. Bureau of Public Roads (Tables SM-2, 3, 4).

Annual Local Rural and Urban Highway Receipts $2.1 Billions

Receipts of Local Rural and Urban Units for Roads and Streets, 1950

Local Revenue	Local Rural Units (000)	%	Incorporated and Other Urban Places (000)	%	Total Local Units (000)	%
Property Taxes						
Road, Street and Bridge Levies	$329,475	30.8	$113,610	10.9	$443,085	20.9
Special Assessments	5,050	.5	39,879	3.8	44,929	2.1
General Fund Appropriations	94,580	8.8	418,685	40.0	513,265	24.3
Local Highway User Imposts ①	2,104	.2	19,915	1.9	22,019	1.0
Tolls	11,689	1.1	31,501	3.0	43,190	2.0
Parking Meter Fees	—	—	20,696④	2.0	20,696④	1.0
Miscellaneous	29,504	2.8	37,998	3.6	67,502	3.2
Total Local Revenue	**$472,402**	**44.2**	**$682,284**	**65.2**	**$1,154,686**	**54.6**
Transfers						
From Urban Places	$992	.1	—	—	$992	*
From Local Rural Units	—	—	$9,384	.9	9,384	.4
From State						
Highway User Imposts	466,301	43.6	150,846	14.4	617,147	29.2
Other ②	20,700	1.9	4,243	.4	24,943	1.2
From Federal Government③	6,108	.6	96	*	6,204	.3
Total Transfers	**$494,101**	**46.2**	**$164,569**	**15.7**	**$658,670**	**31.1**
Borrowings						
Long Term	$94,304	8.8	$181,316	17.3	$275,620	13.0
Short Term	8,120	.8	17,969	1.7	26,089	1.2
Total Borrowings	**$102,424**	**9.6**	**$199,285**	**19.0**	**$301,709**	**14.3**
Total Receipts	**$1,068,927**	**100.0**	**$1,046,138**	**100.0**	**$2,115,065**	**100.0**

① County motor fuel and wheel taxes, local motor fuel, wheel registration, and other taxes and fees.
② Appropriations from state general funds for local roads, and proceeds of state sales, liquor, cigarette, chain store and other taxes.
③ Includes national forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal Aid secondary road or urban highway funds. ④ Incomplete.

Local Rural and Urban Expenditures $2,080,000,000 in 1950

Disbursements of Local Rural and Urban Units for Roads and Streets, 1950

Local Rural Roads ①	Local Rural Units (000)	%	Incorporated and Other Urban Places (000)	%	Total Local Units (000)	%
Current Direct Expenditures						
Right of Way②	$6,080	.6	—	—	$6,080	.3
Construction	238,090	22.7	—	—	238,090	11.4
Maintenance	553,852	52.8	$83	*	553,935	26.6
Miscellaneous③	45,839	4.4	—	—	45,839	2.2
Interest	26,543	2.5	—	—	26,543	1.3
Transfers to State	17,689	1.7	—	—	17,689	.9
Debt Retirement	90,561	8.6	—	—	90,561	4.4
Total Local Rural Roads	**$978,654**	**93.3**	**$83**	*	**$978,737**	**47.0**
State Highways①						
Current Direct Expenditures						
Right of Way②	$8,298	.8	$6,255	.6	$14,553	.7
Construction	4,983	.5	1,359	.1	6,342	.3
Maintenance	3,883	.4	322	*	4,205	.2
Interest	1,752	.2	--	—	1,752	.1
Transfers to State	10,152	1.0	13,904	1.3	24,056	1.2
Debt Retirement	4,976	.5	—	—	4,976	.2
Total State Highways	**$34,044**	**3.2**	**$21,840**	**2.1**	**$55,884**	**2.7**
Urban Streets①						
Current Direct Expenditures						
Right of Way②	$4,619	.4	$19,216	1.9	$23,835	1.1
Construction	10,352	1.0	311,533	30.2	321,885	15.5
Maintenance	2,322	.2	347,952	33.7	350,274	16.8
Miscellaneous③	—	—	50,776	4.9	50,776	2.4
Interest	—	—	44,407	4.3	44,407	2.1
Transfers to State	—	—	2,049	.2	2,049	.1
Transfers to Urban Places	10,317	1.0	—	—	10,317	.5
Transfers to Local Rural Units	—	—	984	.1	984	*
Debt Retirement	—	—	119,094	11.5	119,094	5.7
Total Urban Streets	**$27,610**	**2.6**	**$896,011**	**86.8**	**$923,621**	**44.4**
Total Highway Disbursements	$1,040,308	99.2	$917,934	89.0	$1,958,242	94.1
Allied Functions④	—	—	107,561	10.4	107,561	5.2
Non-Highway Purposes	8,473	.8	6,428	.6	14,901	.7
Total Disbursements	**$1,048,781**	**100.0**	**$1,031,923**	**100.0**	**$2,080,704**	**100.0**

① The classification by systems is not exact as local records are often inadequate.
② Identifiable expenditures for right of way. Some such expenditures are probably included with expenditures for construction, maintenance and miscellaneous purposes.
③ Includes administration, engineering and other miscellaneous payments.
④ Incomplete. Represents reported expenditures for street lighting, storm sewers, sidewalk and parking facilities.
*Less than .1 percent.

SOURCE: U. S. Bureau of Public Roads, tables LF-R-1, UF-R-1, LF-D-1 and 2, and UF-D-1 and 2.

$2,417,527,000 in Local Rural and Urban Bonds Outstanding

Changes in Status of Highway Obligations of Local Rural and Urban Places, 1950

	Local Rural Units (000)	Incorporated and Other Urban Places (000)	Total Local Rural and Urban Units (000)
Total Debt Outstanding at Beginning of Year, 1950	$864,097	$1,469,752	$2,333,849
Long Term Debt			
Outstanding at Beginning of Year	$849,059	$1,453,513	$2,302,572
Issued			
Original	90,874	177,161	268,035
Refunding	3,511	2,930	6,441
Redeemed			
From Current or Sinking Funds	82,169	101,955	184,124
By Refunding	3,495	2,778	6,273
Outstanding at End of Year, 1950	$857,780	$1,528,871	$2,386,651
Short Term Debt			
Outstanding at Beginning of Year	$ 15,038	$ 16,239	$ 31,277
Issued			
Original	6,164	10,409	16,573
Extensions	75	124	199
Redeemed			
From Current or Sinking Funds	7,593	9,289	16,882
By Extensions or Funding	85	206	291
Outstanding at End of Year, 1950	$ 13,599	$ 17,277	$ 30,876
Total Debt Outstanding at End of Year, 1950	$871,379	$1,546,148	$2,417,527

SOURCE: U. S. Bureau of Public Roads, tables LD-C-1 and UD-C-1.

State Highway Bonds Outstanding January 1, 1952, $2,476,000,000

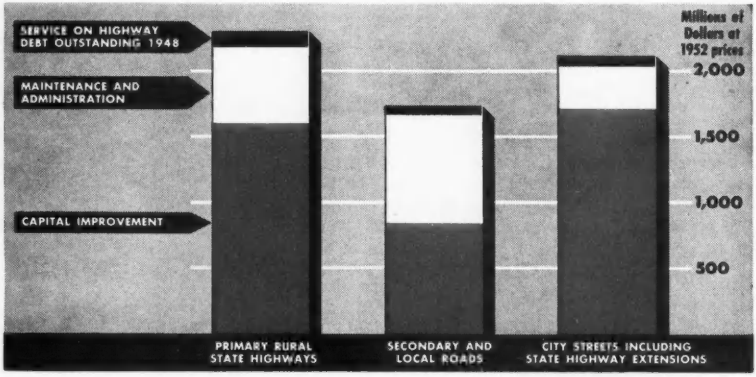
State Highway Obligations, Issued, Redeemed, and Outstanding by Years

IN THOUSANDS OF DOLLARS

Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at End of Year	Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at End of Year
Prior to 1920	$198,488	$ —	$ 7,047	$ 191,441	1936	$146,730	$55,402	$161,046	$2,210,385
1920	37,672	—	3,707	225,406	1937	129,396	26,942	123,075	2,243,648
1921	150,627	—	3,088	372,945	1938	107,090	98,714	199,300	2,250,152
1922	104,214	500	4,445	473,214	1939	76,874	36,464	185,607	2,177,883
1923	105,622	610	13,996	565,450	1940	109,074	121,065	248,997	2,159,025
1924	124,997	480	12,606	678,321	1941	34,165	171,244	294,795	2,069,639
1925	123,079	9,577	21,630	789,347	1942	24,445	5,551	137,504	1,962,131
1926	169,827	2,870	28,978	933,066	1943	23,579	63,306	179,457	1,869,559
1927	185,050	13,855	46,104	1,085,867	1944	3,037	87,959	166,048	1,794,507
1928	143,828	6,177	48,071	1,187,801	1945	10,897	46,859	214,359	1,637,904
1929	289,218	10,268	48,293	1,438,994	1946	54,528	107,161	228,016	1,571,577
1930	180,265	13,025	59,829	1,572,455	1947	80,036	4,360	119,034	1,536,939
1931	351,206	5,493	49,357	1,879,797	1948	268,072	55,264	124,913	1,735,362
1932	202,906	17,678	61,840	2,038,541	1949	254,063	54,340	115,435	1,928,330
1933	122,818	6,536	59,056	2,108,839	1950	400,123	6,220	193,615	2,141,058
1934	69,875	182,817	246,708	2,114,823	1951	535,443	2,020	202,619	2,475,803
1935	111,398	106,955	163,877	2,169,299					

SOURCE: U. S. Bureau of Public Roads, Table SB-202 and SB-2.

$6 Billion Per Year Needed for Adequate Roads and Streets



Annual Cost of 15-Year Program For Adequate Highways (1952 Prices)

Item	Primary Rural State Highways (000,000)	Secondary and Local Roads (000,000)	City Streets Including State Highway Extensions (000,000)	Total All Systems (000,000)
Capital Improvement	$1,560	$ 800	$1,685	$4,045
Maintenance and Administration	605	830	330	1,765
Service on Highway Debt Outstanding	100	62	88	250
Total	**$2,265**	**$1,692**	**$2,103**	**$6,060**

NOTE: A 15-year nation-wide program to get adequate roads and streets would cost on an average of $6 billion annually in 1952 dollars. This is predicated on a study by the Committee on Highway Finance of the American Association of State Highway Officials. The figures are adjusted to reflect 1952 construction prices. The estimated outlay for capital improvement includes for the backlog of existing needs and those expected to accrue during the 15-year program period.

Deficiencies Exist in All Road Systems

State	Year of Study	RURAL—PERCENT DEFICIENT State Highways	Primary County Roads	Local Roads	URBAN—PERCENT DEFICIENT State Highways	Arterial Streets	Local Streets
Michigan	1947	68	62	40	69	44	36
Washington	1948	88	80	42	34	61	25
Oregon	1948	97	77	39	30	58	32
Kansas	1948	79	59	59	50	51	42
Nebraska	1948	57	64	71	77	53	38
Mississippi	1949	39	84	39	33	56	51
Ohio	1950	36	32	23	49	38	22

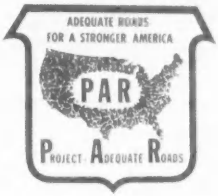
SOURCE: Engineering Studies by Automotive Safety Foundation.

PAR—Project Adequate Roads

Needless loss of lives, time, and money is being caused by the inability of our roads and streets to meet today's traffic demands. To meet this problem forty national organizations have formed the National PAR Committee to promote a public-interest program called Project—Adequate Roads, or PAR. Additional groups are being invited to join in the movement.

PAR'S objective is to stimulate and coordinate efforts for a continuing program for highway improvement in all states.

Necessary elements of a sound program include: (1) Proper classification of roads into systems, (2) Funds for adequate highway systems, (3) Dedication of highway use taxes to highway purposes, (4) Fair distribution of highway costs, (5) Improved Highway administration. Through PAR, united action to achieve these ends can be accomplished.



For further information write:

NATIONAL PAR COMMITTEE

Arthur C. Butler, Secretary

952 National Press Building

Washington 4, D. C.

424,000 Miles, 84,000 Bridges on Federal Aid Highway System Are Deficient

System	Miles Needing Improvement	Bridges Needing Improvement
Federal Aid Primary, Rural	148,547	30,596
Federal Aid Secondary	264,711	49,047
Federal Aid, Urban	10,699	4,286
Total Federal Aid System	423,957	83,929

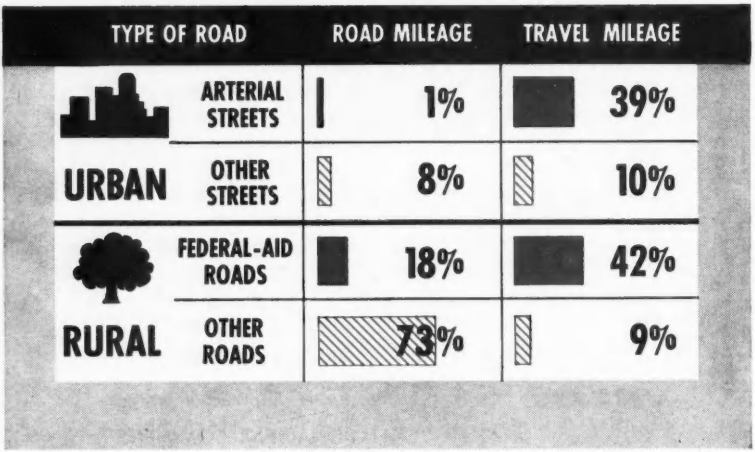
Needed Improvements in Federal Aid System Total $32 Billion

In Millions	Right of Way	Widening	Resurfacing	Reconstruction	Construction on New Location	Bridges	Total
Federal Aid Primary, Rural	$1,250	$1,412	$756	$5,472	$4,259	$2,100	$15,249
Federal Aid Secondary	479	593	695	3,888	1,411	1,368	8,435
Federal Aid, Urban	1,967	629	115	845	2,945	1,771	8,273
Total Federal Aid System	**$3,697**	**$2,634**	**$1,566**	**$10,206**	**$8,615**	**$5,240**	**$31,957**

Mileages needing widening *and* resurfacing are classified under "Reconstruction". Mileages needing widening or resurfacing as single operations are classified under respective headings.

SOURCE: 1951 Study by American Association of State Highway Officials.

19% of Roads Carry 81% of Traffic



Existing Rural and Urban Road Mileage in the United States

Classified by System and Type of Surface, 1951

System in Thousands of Miles	NONSURFACED MILEAGE: Primitive and Unimproved	NONSURFACED MILEAGE: Graded and Drained	NONSURFACED MILEAGE: Total	SURFACED MILEAGE: Low Type (1)	SURFACED MILEAGE: Intermediate Type (2)	SURFACED MILEAGE: High Type (3)	SURFACED MILEAGE: Total Surfaced	Total
Rural Mileage:								
Under State control:								
State primary systems	4	7	11	44	125	187	356	367
State secondary systems	9	5	14	31	31	16	78	92
County roads under State control (4)	19	18	37	55	27	6	88	125
State parks, forests, reservations, etc. (5)	—	4	4	2	1	1	4	8
Total	32	34	66	132	184	210	526	592
Under local control:								
County roads	420	427	847	688	134	44	866	1,713
Town and township roads	136	115	251	271	34	8	313	564
Other local roads	43	—	43	1	—	—	1	44
Total	599	542	1,141	960	168	52	1,180	2,321
Under Federal control:								
National parks, forests, reservations, etc. (5)	30	27	57	14	2	1	17	74
Total Rural	**661**	**603**	**1,264**	**1,106**	**354**	**263**	**1,723**	**2,987**
Urban Mileage:								
Under State control:								
Urban extensions of State highways	—	1	1	1	8	27	36	37
Under local control:								
City streets	—	63	63	76	65	98	239	302
Total Urban	(6)	**64**	**64**	**77**	**73**	**125**	**275**	**339**
Total U. S.	**661**	**667**	**1,328**	**1,183**	**427**	**388**	**1,998**	**3,326**

(1) Consists of slag, stabilized soil, and gravel or stone surfaces. (2) Consists of bituminous treated and mixed bituminous surfaces. (3) Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces. (4) County roads are under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. (5) State and National Park, forest, reservation, toll, and other roads that are not a part of the State or local systems. (6) Graded and drained classification includes primitive and unimproved mileage.

SOURCE: U. S. Bureau of Public Roads, Table M-2.

697,000 Miles in Federal Highway System

Mileage of Designated Federal Highway Systems, As of June 30, 1952

	Federal-Aid Primary Highway System			Federal-Aid Secondary Highway System	Forest Highway System
	Rural	①Urban	Total		
Alabama	4,843	277	5,120	11,110	251
Arizona	2,442	80	2,522	2,956	1,059
Arkansas	3,346	135	3,481	13,011	634
California	6,440	783	7,223	9,403	2,466
Colorado	3,914	110	4,024	3,695	1,507
Connecticut	816	293	1,109	1,110	—
Delaware	488	39	527	1,275	—
Florida	3,910	411	4,321	10,403	207
Georgia	6,793	335	7,128	12,507	350
Idaho	3,434	41	3,475	3,407	1,122
Illinois	9,352	976	10,328	7,888	307
Indiana	4,261	565	4,826	9,046	101
Iowa	9,338	346	9,684	33,040	②
Kansas	7,986	218	8,204	21,225	—
Kentucky	3,671	212	3,883	10,960	353
Louisiana	2,429	228	2,657	5,608	402
Maine	1,563	85	1,648	2,261	14
Maryland	1,647	294	1,941	5,370	—
Massachusetts	1,052	1,006	2,058	2,176	—
Michigan	5,985	509	6,494	16,893	1,169
Minnesota	6,908	480	7,388	15,426	719
Mississippi	4,409	162	4,571	8,445	507
Missouri	7,975	231	8,206	14,009	986
Montana	5,805	67	5,872	3,251	1,190
Nebraska	5,430	137	5,567	10,412	30
Nevada	2,173	28	2,201	2,099	314
New Hampshire	1,065	127	1,192	1,297	166
New Jersey	1,212	532	1,744	1,919	—
New Mexico	4,025	142	4,167	4,283	655
New York	9,000	1,438	10,438	19,356	—
North Carolina	7,002	351	7,353	13,690	839
North Dakota	3,222	45	3,267	10,571	②
Ohio	6,610	1,049	7,659	12,384	134
Oklahoma	7,167	244	7,411	10,633	48
Oregon	3,739	176	3,915	4,554	1,382
Pennsylvania	6,675	1,198	7,873	10,734	354
Rhode Island	234	233	467	335	—
South Carolina	4,284	220	4,504	10,478	378
South Dakota	4,140	93	4,233	11,912	302
Tennessee	4,951	259	5,210	9,157	348
Texas	15,379	617	15,996	23,064	307
Utah	2,184	116	2,300	2,904	690
Vermont	1,180	58	1,238	1,786	119
Virginia	4,780	294	5,074	16,684	1,352
Washington	3,235	219	3,454	6,801	756
West Virginia	2,122	232	2,354	11,010	484
Wisconsin	5,635	466	6,101	14,004	473
Wyoming	3,399	44	3,443	1,834	535
Subtotal	**217,650**	**16,201**	**233,851**	**436,376**	**23,010**
Alaska	—	—	—	—	367
Hawaii	510	28	538	579	—
District of Columbia	—	145	145	57	—
Puerto Rico	434	136	570	1,021	36
Total	**218,594**	**16,510**	**235,104**	**438,033**	**23,413**

① Urban portions of the Federal-aid primary highway system are located within designated areas around and including municipalities and other urban places of 5,000 or more. Routes of the Federal-aid primary highway system in urban areas include urban extensions of the rural Federal-aid primary highway system and other arterial and circumferential highways.

② Forest highway system not yet designated.

SOURCE: U. S. Bureau of Public Roads.

Better Highways Save

Estimated Savings or Benefits to Users of Urban Freeways

Savings in:	Savings per Mile in Cents
1. **Operating Costs**—due to lower gasoline consumption per mile and reduced wear on tires and brakes	1¼
2. **Time**—savings in time of vehicle drivers who are paid to drive	1½
3. **Accident Costs**—value of lives and property saved due to reduced accidents	1¼
4. **Total Savings to Users of Urban Freeways**	**4 cents per mile**

SOURCE: "Effects of Freeways and Expressways on Transportation Costs", Ralph A. Moyer, Research Engineer, Institute of Transportation and Traffic Engineering, University of California, Berkeley.

Better Highway Design Cuts Accidents

The following examples show how accident rates have been reduced by improved highway design. Rates are shown for modern highways with such features as access control, grade separations, and where traffic in opposite directions is separated. Also shown are rates for similar highways in the same areas not having such features.

Location and Type	Accident Rates on: Improved Highways	Accident Rates on: Comparable, Less Modern Highways	Accident Measure
Michigan			
U. S. 112	—	625.3	Fatal and injury accidents per 100 million vehicle miles, 1946.
Detroit Industrial Expressway	91.1	—	
Davison Expressway, Detroit			Index of fatal, injury, and property damage accidents per unit of traffic volume, 1945-1948 (Depressed Section = 100).
Surface Drive (local traffic)	—	1667	
Depressed Section (through traffic)	100	—	
California			
Figueroa Street	—	407	Fatal and injury accidents per 100 million vehicle miles, 1947.
Wilshire Blvd.	—	267	
Arroyo Seco Parkway	103	—	
Riverside Drive	114	—	
Connecticut			
Merritt Parkway	3.5	—	Fatalities per 100 million vehicle miles, 1940-1948.
Boston Post Road	—	9.0	
New Jersey			
3 and 4 Lane Undivided Highways	—	14	Fatalities per 100 million vehicle miles, 1935-1948.
Same Highways when Rebuilt as Divided Highways	4.5	—	
Route 4, Divided Highway with Grade Separation	4.0	—	

SOURCE: Based on "Report of Committee on Engineering, President's Highway Safety Conference, 1949."

ve Lives, Time, and Money

Controlled Access Highways Have Low Accident Rates

Accident Rate Per Million Vehicle Miles by Type of Highways

Average Daily Traffic Volume, Vehicles	2-Lane	3-Lane	4-Lane Undivided	4-Lane Divided	4-Lane Controlled Access
Under 5,000	3.5	3.8	2.3	①	3.4②
5,000 to 9,000	4.5	4.1	4.0	3.2	—
9,000 and over	2.6	11.1	3.8	4.1③	1.5
All Volumes	**3.7**	**5.0**	**3.7**	**3.8**	**2.3**

①Sample considered too small for reliability. ②Very high speed roadway. ③Includes a considerable portion with median strip delineated by paint only.

SOURCE: "The Relation of Highway Design to Traffic Accident Experience", David M. Baldwin, Convention Group Meetings AASHO 1946.

Operating Costs Are Highest on Steep Grades, Unsurfaced Roads

Type of Road	Operating Cost per Vehicle Mile at 36 Miles per Hour on: 0-3% Grades	3%-5% Grades	5%-7% Grades	7%-9% Grades
Divided Highways, Paved	3.85¢	3.97¢	4.15¢	4.49¢
2-Lane Highways, Paved	3.90	4.02	4.21	4.57
Loose Surface Highways	5.03	5.25	5.62	6.26
Unsurfaced Roads	6.32	6.64	7.19	8.22

NOTE: Data above is based on normal operation of passenger cars in rural areas.

Each 60 Second Stop Following an Approach Speed of 30 Miles Per Hour Costs Motorists 3.3 Cents

Standing Delay Period, Seconds	Extra Cost per Vehicle Stop for An Approach Speed of (Miles per Hour): 10	20	30	40	50	60
0	0.1¢	0.4¢	0.7¢	1.1¢	1.8¢	2.6¢
20	1.0	1.2	1.5	2.0	2.6	3.5
40	1.9	2.1	2.4	2.9	3.5	4.3
60	2.8	3.0	3.3	3.7	4.4	5.2

SOURCE: "A Policy on Road User Benefit Analyses for Highway Improvement", American Association of State Highway Officials.

Congestion Results in Higher Truck Haulage Charges

Special studies of truck travel time by the California Public Utilities Commission obtained data for revised haulage rate schedules. Allowance is made for undue delays caused by congestion and other hindrances. Adjustments were made by adding mileage to the actual distance, with the total called "constructive mileage," on which rates are based. These are higher because of increased travel time.

Route (All in Los Angeles)	Actual Mileage	Constructive Mileage 1937	Proposed Constructive Mileage 1947	Increase in Mileage Proposed Over 1937	Increase in Mileage Proposed Over Actual Mileage
Beverly Blvd. to Santa Monica	16.5	17.5	19.5	11.4%	18.2%
Figueroa, Alameda or Long Beach Blvd. to Long Beach	20.45	21.5	23.0	7.0%	12.5%
Garvey to El Monte	12.5	13.5	14.5	7.4%	16.0%
San Fernando Road to San Fernando	21.5	23.5	25.5	8.5%	18.6%
Manchester, Inglewood to Norwalk	16.5	17.5	19.0	8.6%	15.1%

SOURCE: "Street Traffic Management for Los Angeles."

Over 9,500,000 Employed In Highway Transport Industries

One Out of Every Seven Employed in United States

	Motor Vehicle, Parts, and Tire Manufacturing ①	Crude & Refined Petroleum ②	Sales & Servicing ③	Federal, State, County and Local Roads ④	Truck Drivers & Other Employes ⑤	Bus Employes (Common Carriers) ⑥	Total
Ala.	3,387	319	30,034	4,440	91,084	2,294	131,558
Ariz.	15	—	10,678	2,423	50,766	695	64,577
Ark.	1,564	3,937	21,195	3,722	77,382	1,248	109,048
Calif.	27,872	38,540	157,328	13,886	460,384	12,005	710,015
Colo.	696	1,378	23,299	2,448	74,883	1,378	104,082
Conn.	3,968	—	25,348	3,902	66,789	3,060	103,067
Del.	1,869	93	4,302	1,215	15,554	207	23,240
Fla.	283	46	39,354	7,106	128,542	2,912	178,243
Ga.	4,869	146	43,114	8,627	115,942	2,957	175,655
Idaho	—	93	9,658	1,739	37,107	360	48,957
Ill.	22,515	15,305	99,527	9,584	219,946	11,208	378,085
Ind.	68,362	10,594	55,025	4,711	154,930	3,603	297,225
Iowa	998	—	42,512	5,205	104,965	1,452	155,132
Kan.	3,140	12,342	34,211	4,625	101,208	1,929	157,455
Ky.	2,254	3,088	27,049	6,931	101,398	4,039	144,759
La.	793	23,635	28,483	7,105	99,105	2,974	162,095
Maine	—	—	11,811	2,906	34,705	1,039	50,461
Md.	6,272	1,822	26,696	4,929	72,227	3,132	115,078
Mass.	4,865	849	50,239	9,238	118,916	8,009	192,116
Mich.	446,930	4,128	89,516	7,497	202,180	9,100	759,351
Minn.	4,150	212	44,724	8,698	110,306	2,847	170,937
Miss.	1,917	3,130	20,443	7,218	80,777	946	114,431
Mo.	13,317	1,013	60,934	5,944	157,687	5,650	244,545
Mont.	—	2,193	9,989	2,336	35,761	562	50,841
Neb.	522	297	23,018	2,652	68,587	1,700	96,776
Nev.	—	—	3,065	1,053	14,217	218	18,553
N. H.	—	—	6,607	1,931	21,231	652	30,421
N. J.	16,813	12,870	54,223	3,649	160,354	12,113	260,022
N. M.	—	3,737	9,699	2,477	42,653	596	59,162
N. Y.	38,874	2,705	138,826	11,309	307,762	20,468	519,944
N. C.	684	—	48,824	13,441	133,887	4,175	201,011
N. D.	—	—	10,660	1,690	26,671	280	39,301
Ohio	154,803	7,972	103,291	10,312	234,629	7,765	518,772
Okla.	1,325	24,468	35,561	4,138	120,706	2,372	188,570
Ore.	381	159	26,011	5,221	83,078	1,778	116,628
Pa.	21,563	14,251	123,596	21,663	322,670	13,975	517,718
R. I.	861	345	8,903	1,385	25,577	864	37,935
S. C.	150	199	22,511	5,556	75,274	1,078	104,768
S. D.	—	9	10,774	1,956	32,035	400	45,144
Tenn.	4,851	106	35,810	5,320	107,050	4,235	157,372
Texas	3,047	94,679	122,160	16,480	411,738	9,938	658,042
Utah	89	1,715	10,505	1,786	29,284	820	44,199
Vt.	—	—	5,546	1,302	13,918	285	21,051
Va.	1,790	—	37,955	11,315	108,544	4,644	164,248
Wash.	1,680	133	35,785	3,873	96,643	3,229	141,343
W. Va.	532	214	19,862	6,751	72,446	3,268	103,073
Wis.	32,961	160	44,017	6,391	122,233	2,804	208,566
Wyo.	—	5,075	5,921	1,252	25,730	181	38,159
D. of C.	36	—	10,145	1,341	14,813	2,190	28,525
Total	**900,998**	**291,957**	**1,918,714**	**280,679**	**5,384,274**	**183,634**	**8,960,256**

Estimated employment engaged in manufacturing batteries, automobile stampings and electrical equipment, raw materials, and in taxicab, insurance and financing services 600,000

Total direct and indirect **9,560,256**

① Data for motor vehicles and equipment industry for 1948, based on records of the Social Security Administration. Data for tire and tube industry is from 1947 Census of Manufactures.

② 1952 BLS Average monthly employment in crude oil production and petroleum refining adjusted for non-automotive use by deducting 60% from crude oil and 10% from petroleum refining. Breakdown by states estimated on basis of crude oil production and petroleum refining capacity by states where BLS was unable to furnish actual state figures.

③ 1948 Census of Business.

④ U. S. Bureau of Public Roads. Federal and state highway employment only. Data for local and county roads not available.

⑤ Estimated by assuming .80 driver per non-farm truck. Includes employes other than drivers of truck transportation companies.

⑥ "Bus Transportation" estimate of employment in common carrier bus industry distributed by states on basis of number of common carrier buses in each state.

85% of Detroit Suburban Workers Use Cars to Get to Work

in the CITY of DETROIT

62% GET TO WORK BY AUTOMOBILE — 38% BY OTHER METHODS

in the DETROIT METROPOLITAN AREA
(EXCLUDING THE CENTRAL CITY)

85% GET TO WORK BY AUTOMOBILE — 15% OTHER

Means of Transportation Used to Get to Work in Detroit Area

Type of Transportation*	City of Detroit Number	%	Detroit Metropolitan Area, Excluding City of Detroit Number	%	Entire Detroit Metropolitan Area Number	%
Automobile	426,900	62.4	321,600	84.6	748,500	70.4
Bus or Street Car	252,000	36.9	52,300	13.8	304,300	28.6
Train	—	.0	3,500	.9	3,500	.3
Other	4,500	.7	2,600	.7	7,100	.7
Total	**683,400**	**100.0**	**380,000**	**100.0**	**1,063,400**	**100.0**

*Excludes persons who walk to work.
SOURCE: "Fourth Quinquennial Survey," 1951, The Detroit News.

Employment, Hours and Earnings in Automotive Manufacturing Plants

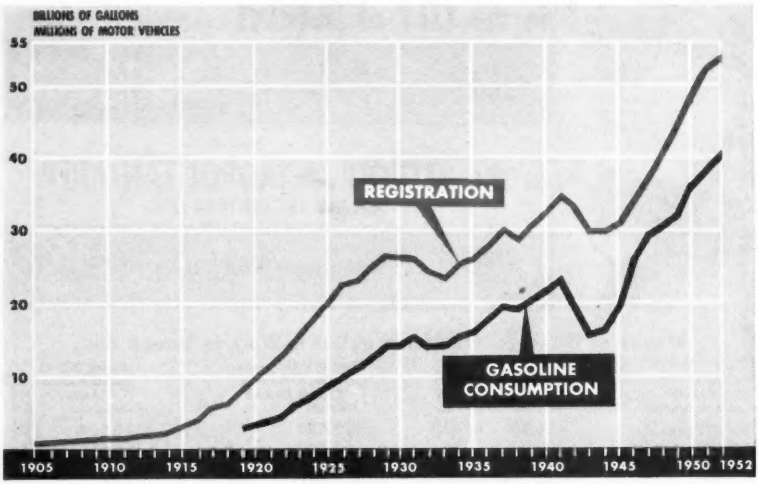
Includes Body and Parts and Accessories Factories

	All Employees	Average Employment	PRODUCTION WORKERS Total Payrolls (000)	Average Weekly Earnings	Average Weekly Hours	Average Hourly Earnings
1899	2,500	2,200	$ 1,321	$11.34	—	—
1904	13,200	12,000	7,159	11.43	—	—
1909	85,000	75,700	48,694	12.37	—	—
1914	145,200	127,100	101,927	15.42	—	—
1919	394,000	343,000	491,121	27.53	—	—
1929	—	471,000	787,314	32.15②	46.8	—
1933③	—	257,000	270,015	20.96③	35.2③	.593③
1939	466,000	402,000	650,672	32.85	35.9	.915
1940	532,000	465,000	864,677	35.76	38.2	.936
1941	654,000	571,000	1,239,641	41.75	40.3	1.036
1944	793,000	663,000	2,030,292	58.89	46.3	1.272
1945	663,000	538,000	1,476,853	52.79	42.0	1.257
1946	662,000	544,000	1,431,656	50.61	37.8	1.339
1947	776,200	648,800	1,938,225	57.45	39.0	1.473
1948	789,300	654,600	2,106,000	61.86	38.4	1.611
1949	759,600	635,300	2,179,000	65.97	38.9	1.696
1950	825,200	701,600	2,672,000	73.25	41.2	1.778
1951	844,500	707,900	2,777,000	75.45	39.5	1.912
1952	793,500	647,100	2,794,000	83.03	40.5	2.05

① From special studies of U.S. Bureau of Labor Statistics.
② Calculated from production-worker employment and total payrolls.
③ Hours and earnings data prior to 1934 not strictly comparable with data for later years.

SOURCE: 1899 to 1927 from U. S. Census of Mfrs.; 1929 to date from Bur. of Labor Statistics.

1952 Motor Fuel Consumption 6% Above 1951



Annual Motor Fuel Consumption by Motor Vehicles

	Private Vehicles (000)	Government-Owned Vehicles (000)	Total (000)
1921	3,840,954	94,046	3,935,000
1922	4,727,721	113,279	4,841,000
1923	5,938,814	139,186	6,078,000
1924	7,328,318	168,682	7,497,000
1925	8,556,558	192,517	8,749,075
1926	9,848,668	215,283	10,063,951
1927	11,093,864	237,462	11,331,326
1928	12,106,219	255,241	12,361,460
1929	13,858,382	280,919	14,139,301
1930	14,454,164	299,747	14,753,911
1931	15,149,145	307,517	15,456,662
1932	14,012,600	326,551	14,339,151
1933	13,998,958	349,194	14,348,152
1934	15,033,999	380,897	15,414,896
1935	15,919,281	425,416	16,344,697
1936	17,640,917	458,221	18,099,138
1937	18,973,618	481,836	19,455,454
1938	19,110,356	501,287	19,611,643
1939	20,170,516	543,836	20,714,352
1940	21,417,818	583,538	22,001,356
1941	23,637,867	554,530	24,192,397
1942	19,472,813	467,074	19,939,887
1943	15,668,249	336,001	16,004,250
1944	16,089,547	340,121	16,429,668
1945	18,797,970	350,998	19,148,968
1946	25,269,041	379,957	25,648,998
1947	27,714,492	501,213	28,215,705
1948	29,908,912	551,729	30,460,641
1949	31,849,914	581,102	32,431,016
1950	35,033,776	619,164	35,652,940
1951	37,478,726	649,625	38,128,351
1952	39,898,145	605,740	40,584,530

SOURCE: U. S. Bureau of Public Roads (Table G-21).

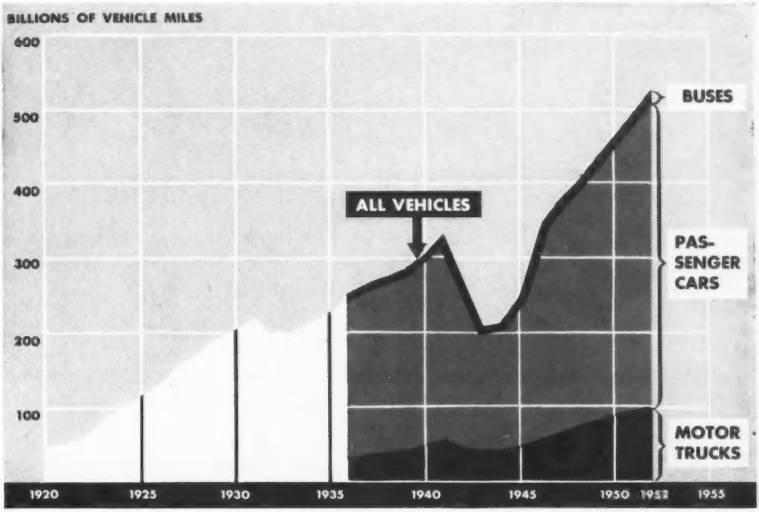
Average Car Has Been Driven 43,412 Miles

Passenger Car Annual Mileage and Total Mileage by Age, Income, Region, and City Size

	Average Annual Mileage	Average Total Mileage
BY YEAR MODEL:		
1951	10,792	14,616
1950	10,924	24,281
1949	10,527	35,023
1948	10,121	42,360
1947	9,562	50,218
1946	9,901	58,427
1942 or earlier	8,152	80,717
BY REGIONS:		
East	9,611	38,514
Central	9,041	41,965
South	10,725	43,859
West	9,441	51,927
BY CITY SIZE:		
500M and over	9,756	40,171
100M to 500M	9,965	40,668
10M to 100M	9,799	43,076
Under 10M	9,705	44,087
Farm	9,417	47,069
BY INCOME:		
$7,500 or more	11,018	31,486
$5,000 to $7,500	10,417	34,214
$3,000 to $5,000	10,001	44,408
$2,000 to $3,000	8,514	52,470
Under $2,000	7,481	57,717
U. S. Total	**9,714**	**43,412**

SOURCE: 1952 Survey by Crowell-Collier Publishing Co.

1952 Vehicle Traffic Exceeded Half Trillion Miles



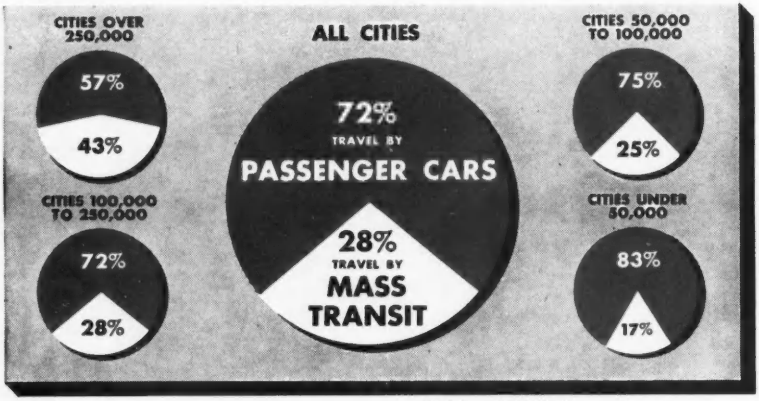
Annual Total Vehicle-Miles of Travel in United States, in Millions

1921.... 55,027	1929....197,720	1937....270,110	1945....248,926
1922.... 67,697	1930....206,320	1938....271,177	1946....340,656
1923.... 84,995	1931....216,151	1939 ...285,402	1947....370,622
1924....104,838	1932....200,517	1940....302,143	1948....397,589
1925....122,346	1933....200,642	1941....333,396	1949....424,089
1926....140,735	1934....215,563	1942....267,096	1950....458,422
1927....158,453	1935....228,568	1943....206,747	1951....490,438
1928.. 172,856	1936 ...252,128	1944....211,580	1952....521,741

	Passenger Cars	Commercial Buses	School Non-Rev. Buses	Trucks Combinations	Total	AVERAGE MILES PER VEHICLE: Passenger Cars	Trucks	Total
1936	208,654	1,764	603	41,107	252,128	8,622	10,098	8,879
1937	223,467	1,854	638	44,151	270,110	8,767	10,264	9,027
1938	224,174	1,854	654	44,495	271,177	8,871	10,383	9,134
1939	235,629	1,856	698	47,219	285,402	8,976	10,504	9,240
1940	249,559	1,944	713	49,927	302,143	9,079	10,624	9,346
1941	275,685	2,112	708	54,891	333,396	9,285	10,739	9,539
1942	218,239	2,492	638	45,727	267,096	7,803	9,602	8,123
1943	161,788	2,740	625	41,594	206,747	6,221	9,021	6,719
1944	167,073	3,193	606	41,708	211,580	6,497	8,984	6,969
1945	199,185	3,190	642	45,090	248,926	7,724	9,264	8,054
1946	280,457	3,400	652	56,146	340,655	9,942	9,615	9,958
1947	300,282	3,560	691	66,089	370,622	9,727	9,939	9,831
1948	319,459	3,548	735	73,847	397,589	9,566	10,008	9,707
1949①	342,374	4,252		77,463	424,089	9,398	9,881	9,539
1950①	364,464	4,081		89,877	458,422	9,041	10,696	9,373
1951①	393,239	4,118		93,091	490,438	9,180	10,170	9,398
1952①	418,909	4,334		98,498	521,741	9,577	10,878	9,844

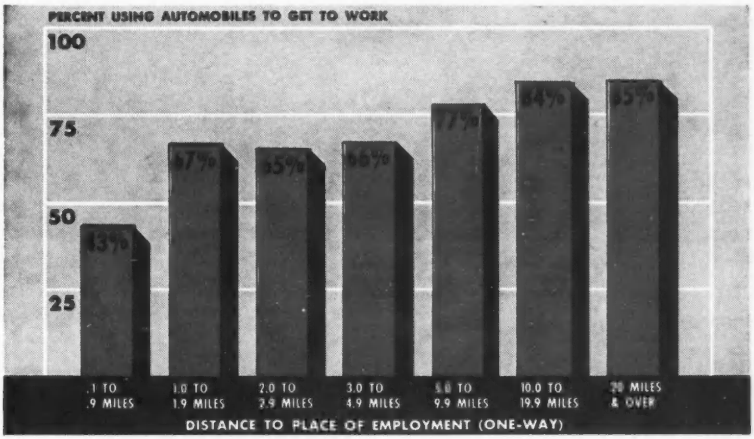
① Data for 1949-1952 are estimates by Automobile Manufacturers Association.
SOURCE: U. S. Bureau of Public Roads through 1948.

Dependence On Cars Increases As City Size Decreases



Cities	Auto Driver	Auto Passenger	Taxi & Truck Pass.	Auto, Taxi & Truck Pass. & Drivers	Mass Transit	Total
Philadelphia, Pa.	20.6%	10.6%	1.3%	32.4%	67.6%	100.0%
Baltimore, Md.	29.2	13.9	3.1	46.2	53.8	100.0
St. Louis, Mo.	26.6	5.3	0.3	32.2	67.8	100.0
Washington, D. C.	36.6	21.1	2.9	60.7	39.3	100.0
San Francisco, Calif.	43.5	21.3	1.6	66.4	33.6	100.0
St. Paul-Minneapolis, Minn.	48.0	25.0	0.5	73.6	26.4	100.0
Seattle, Wash.	43.2	21.5	0.7	65.4	34.6	100.0
Newark, N. J.	33.5	16.6	0.4	50.5	49.5	100.0
Indianapolis, Ind.	46.8	17.6	0.7	65.1	34.9	100.0
Portland, Ore.	47.0	24.6	0.5	72.1	27.9	100.0
Average Cities Over 250,000	37.5	17.8	1.2	56.5	43.5	100.0
Worcester, Mass.	42.0	22.0	1.0	65.7	34.3	100.0
Salt Lake City, Utah	45.5	27.4	1.9	74.7	25.3	100.0
Grand Rapids, Mich.	54.5	32.1	0.5	87.1	12.9	100.0
Spokane, Wash.	46.7	21.5	1.5	69.7	30.3	100.0
Tacoma, Wash.	51.3	23.2	0.4	74.9	25.1	100.0
Sacramento, Calif.	57.5	25.4	1.5	84.4	15.6	100.0
Erie, Pa.	51.5	25.6	—	77.1	22.9	100.0
Scranton, Pa.	30.2	21.2	1.3	52.6	47.4	100.0
South Bend, Ind.	63.7	17.9	0.5	82.1	17.9	100.0
Wilmington, Del.	38.9	25.4	1.2	65.5	34.5	100.0
Reading, Pa.	38.5	16.2	0.3	55.0	45.0	100.0
Phoenix, Ariz.	53.8	28.6	1.5	83.8	16.2	100.0
Allentown, Pa.	44.0	23.9	—	67.9	32.1	100.0
Duluth, Minn.	44.9	26.3	0.2	71.4	28.6	100.0
Average Cities 100,000 to 250,000	47.4	24.1	0.8	72.3	27.7	100.0
Albuquerque, N. M.	53.4	32.1	1.0	86.5	13.5	100.0
Madison, Wisc.	50.8	24.7	2.1	77.6	22.4	100.0
Saginaw, Mich.	60.8	29.9	0.7	91.4	8.6	100.0
Lansing, Mich.	59.4	26.5	0.8	86.7	13.3	100.0
Harrisburg, Pa.	37.1	17.9	0.9	55.9	44.1	100.0
Columbus, Ga.	39.7	19.8	—	59.5	40.5	100.0
Pontiac, Mich.	50.5	29.1	1.2	80.8	19.2	100.0
Macon, Ga.	34.0	16.4	4.3	54.7	45.3	100.0
Charleston, S. C.	40.1	27.8	1.9	69.8	30.2	100.0
Johnstown, Pa.	40.4	22.0	0.3	62.7	37.3	100.0
Kalamazoo, Mich.	54.1	27.4	0.8	82.3	17.7	100.0
Bay City, Mich.	56.5	33.0	0.5	90.0	10.0	100.0
Average Cities 50,000 to 100,000	48.1	25.6	1.2	74.8	25.2	100.0
Muskegon, Mich.	50.2	35.1	0.6	85.9	14.1	100.0
Tucson, Ariz.	57.0	29.7	0.6	87.3	12.7	100.0
Fargo, N. D.	56.1	33.1	0.6	89.8	10.2	100.0
Norristown, Pa.	49.3	23.8	1.7	74.7	25.3	100.0
Port Huron, Mich.	51.5	29.8	0.5	81.8	18.2	100.0
Superior, Wisc.	50.2	30.2	1.2	81.6	18.4	100.0
Moorhead, Minn.	59.8	31.0	0.6	91.4	8.6	100.0
Sharon-Farrell, Pa.	45.8	25.1	0.5	71.4	28.6	100.0
Average Cities Less Than 50,000	52.5	29.7	0.8	83.0	17.0	100.0
Average, All Cities	46.1	24.5	1.0	71.6	28.4	100.0

85% of Workers Living 10 or More Miles From Jobs Depend On Passenger Cars



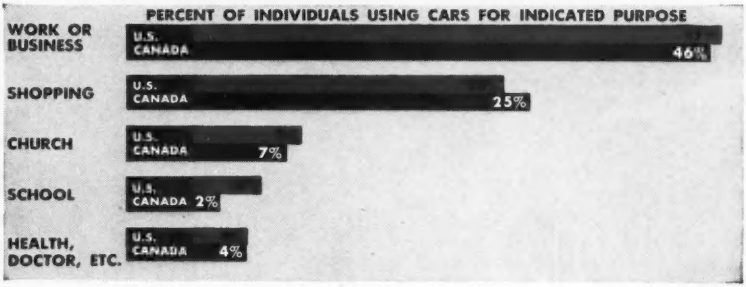
METHOD OF HOME-TO-WORK TRANSPORTATION①

	Passenger Car	Passenger Car and Public Transportation	Public Transportation	Walk	All Other Means and Other Combinations	Total
By Occupation						
Professional and semi-professional	68.6%	1.0%	11.8%	17.6%	1.0%	100.0%
Proprietors, managers, officials	77.9	1.9	4.7	13.3	3.2	100.0
Farmers and farm managers	72.5	.6	—	18.9	8.0	100.0
Store and office clerks, salesmen (excluding traveling) etc.	60.3	2.1	18.9	17.8	.9	100.0
Traveling salesmen, agents, etc.	85.0	2.0	6.1	4.7	2.2	100.0
Craftsmen, foremen, skilled laborers, etc.	73.2	1.4	11.4	10.4	3.6	100.0
Operatives, semi-skilled workers, unskilled workers and laborers	61.4	1.5	15.2	17.4	4.5	100.0
Protective services	77.6	2.4	9.7	9.6	.7	100.0
Personal service workers	24.6	.6	37.7	35.1	2.0	100.0
By Population Group						
Unincorporated areas	78.2	.2	5.5	8.4	7.7	100.0
Incorporated places under 5,000	65.5	.2	1.4	28.1	4.7	100.0
5,000 to 24,999	67.7	.2	4.5	24.7	2.9	100.0
25,000 to 99,999	64.3	.3	15.9	17.1	2.4	100.0
100,000 and over	47.6	.5	39.0	10.0	2.9	100.0
By One-Way Distance to Place of Employment						
0.1-0.9 miles	42.9	.2	3.3	50.5	3.1	100.0
1.0-1.9 miles	66.5	.2	18.3	12.0	3.0	100.0
2.0-2.9 miles	65.4	.1	28.5	2.5	3.5	100.0
3.0-4.9 miles	65.7	.5	28.6	.4	4.8	100.0
5.0-9.9 miles	77.0	.3	18.4	.4	3.9	100.0
10.0-19.9 miles	84.1	.5	9.5	—	5.9	100.0
20 miles and over	84.5	.7	6.1	—	8.7	100.0
All Employed Persons	**63.5**	**.3**	**15.5**	**16.6**	**4.1**	**100.0**

① Excludes persons for whom no travel was required, such as self-employed farmers, proprietors of small stores living at the place of business, etc.

SOURCE: Motor vehicle use studies, Summer, 1951, in Arkansas, Louisiana, North Dakota, Oklahoma, South Dakota and Wisconsin, by state highway departments in cooperation with U. S. Bureau of Public Roads.

Car Use in Canada Similar to U. S. Use



	Purposes for Which Individuals Rode In Passenger Cars		Purposes for Which Cars Were Used In Average Week		Purposes of Car Trips		Purposes of Car Miles	
	U.S.	Canada	U.S.	Canada	U.S.	Canada	U.S.	Canada
To or From Work	37%	32%	*	45%	*	34%	*	32%
Use on the Job	9	15	*	28	*	15	*	30
Farming	2	2	*	7	*	2	*	4
Total Work	**47**	**46**	**73**	**70**	**48**	**51**	**57**	**65**
Shopping	23	25	53	57	18	19	12	11
Church	8	7	*	15	*	4	*	1
School	5	2	*	5	*	3	*	1
Health, Doctor	4	4	*	6	*	2	*	1
Visiting	14	20	*	26	*	9	*	7
Movies, Sports	6	9	*	16	*	5	*	3
Pleasure	12	7	*	14	*	5	*	9
Other	13	8	*	13	*	8	*	12

NOTE: Data adds to more than 100% because of multi-purpose usage.

*Not available.

SOURCE: U.S. data from a survey for Automobile Manufacturers Association by Alfred Politz Research, Inc., in January and February, 1951. Canadian data from a survey for the Canadian Automobile Chamber of Commerce by Canadian Facts Limited, in November and December, 1951.

80% of Passenger Car Trips Are Under 10 Miles

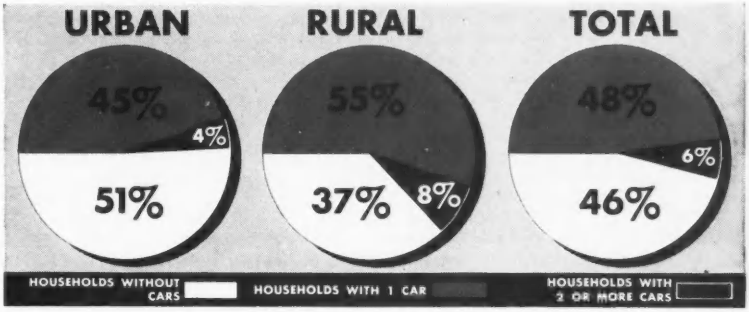
For Work 68% Are Under 5 Miles; For Vacations 69% Are 100 or More

Trip Length (one way)	To & From Work	Related Business	Medical & Dental	Shopping	Vacations	*All Purposes
Under 5 miles	67.6%	51.6%	42.3%	76.1%	10.7%	61.7%
5— 9 miles	17.4	21.2	18.1	16.7	1.3	18.9
10—14 miles	5.5	9.7	5.3	3.3	1.5	6.9
15—19 miles	3.8	5.6	12.0	1.9	3.8	4.2
20—29 miles	2.4	4.6	9.0	1.1	1.9	3.2
30—39 miles	1.3	2.5	3.9	.6	4.8	1.8
40—49 miles	.8	1.6	1.3	.2	—	1.0
50—99 miles	.9	2.1	7.0	.1	7.1	1.5
100 miles & over	.3	1.1	1.1	—	68.9	.8
All trips	100.0	100.0	100.0	100.0	100.0	100.0

*Including trips for purposes not listed separately.

SOURCE: Motor vehicle use studies, Summer, 1951, in Arkansas, Louisiana, Oklahoma, and Wisconsin by state highway departments in cooperation with U. S. Bureau of Public Roads.

54% of Canadian Households Own Cars



Ownership and Use of Passenger Cars in Canada

40% of Cars in Use in Canada Are Pre-War Models

Year Model	Bought New	Bought Used	Urban	Rural	All Cars
1950-51	60.3%	6.0%	32.9%	25.2%	29.5%
1948-49	23.0	16.7	22.1	16.1	19.4
1946-47	6.9	14.7	10.9	11.9	11.4
1938-42	6.4	38.4	21.8	27.9	24.5
1937 or Earlier	3.4	24.2	12.3	18.9	15.2
Total	100.0	100.0	100.0	100.0	100.0

Median Annual Mileage Traveled in 5 to 7 Thousand Group

Annual Mileages	Percent of All Cars
3,000 or less	26.9%
3,001-5,000	14.3
5,001-7,000	14.5
7,001-9,000	11.5
9,001-11,000	7.9
11,001-13,000	6.4
13,001-15,000	5.6
15,001 & Over	12.9

Mileage on Speedometer

20,000 or less	40.5%
20,001-40,000	21.3
40,001-60,000	17.1
60,001-80,000	10.0
80,001-100,000	8.6
100,001 & Over	2.5

43% of Cars Bought New By Present Owner

	Urban	Rural	All Cars
Bought New	46.5%	38.6%	43.0%
Bought Used	52.8	61.3	56.6
Don't Know	.7	.1	.4

Two-Thirds of Cars Bought for Cash

	Bought New	Bought Used	All Cars
Car Financed	30.9%	29.3%	29.9%
Car Not Financed	65.7	66.8	66.0
Don't Know	3.4	3.9	4.1

46% of New Car Sales Involve Trade-Ins

	Bought New	Bought Used	All Cars
Trade-In	52.2%	42.0%	46.2%
No Trade-In	46.9	56.7	52.3
Don't Know	.9	1.3	1.5

SOURCE: Survey in late fall of 1951 for Canadian Automobile Chamber of Commerce at Toronto by Canadian Facts, Limited.

6,406,000 Cars and Trucks on Farms in 1950

	Number Farms	PASSENGER CARS Farms Reporting	PASSENGER CARS Passenger Cars	MOTOR TRUCKS Farms Reporting	MOTOR TRUCKS Number Trucks	Farms with Motor Truck & No Passenger Cars	TRACTORS Farms Reporting	TRACTORS Number
Ala.	211,512	64,417	71,212	47,102	52,743	34,687	37,783	45,751
Ariz.	10,412	7,025	11,751	5,536	8,600	1,701	4,878	9,746
Ark.	182,429	57,931	65,077	56,510	63,435	43,519	41,369	60,308
Calif.	137,168	110,731	171,305	71,149	110,563	11,059	74,336	124,582
Colo.	45,578	35,719	48,836	31,005	42,681	7,935	32,162	53,117
Conn.	15,615	11,946	18,434	8,495	13,208	1,358	8,124	11,954
Del.	7,448	5,418	7,063	3,240	4,059	738	4,046	6,125
Fla.	56,921	28,195	36,023	20,809	29,356	11,045	15,275	22,018
Ga.	198,191	89,237	100,525	55,396	62,865	33,469	48,253	60,269
Idaho	40,284	31,825	39,995	22,766	29,662	5,675	27,541	39,398
Ill.	195,268	159,653	195,887	79,058	86,776	16,333	141,988	234,789
Ind.	166,627	133,235	159,223	53,583	59,811	11,710	106,037	153,980
Iowa	203,159	180,974	228,097	58,690	62,375	9,623	161,305	240,941
Kan.	131,394	108,507	133,606	71,720	88,835	11,449	98,970	146,266
Ky.	218,476	102,938	119,846	49,794	54,957	26,874	49,342	58,818
La.	124,181	48,489	56,183	30,918	36,824	20,562	23,486	35,735
Maine	30,358	19,879	23,937	14,854	19,197	5,126	12,794	16,665
Md.	36,107	26,805	36,476	16,917	21,443	3,795	20,532	29,905
Mass.	22,220	15,763	21,443	10,626	15,358	2,530	10,322	14,697
Mich.	155,589	130,187	164,756	49,493	56,966	10,629	111,373	149,377
Minn.	179,101	155,559	195,663	63,077	70,357	11,781	142,911	204,200
Miss.	251,383	67,486	76,220	50,166	56,210	37,374	33,332	51,698
Mo.	230,045	144,552	162,548	71,804	77,250	39,911	100,312	125,536
Mont.	35,085	26,736	34,937	26,602	38,670	5,968	27,151	44,890
Neb.	107,183	94,432	120,947	45,795	54,193	6,115	87,567	127,154
Nev.	3,110	2,005	3,066	1,967	3,123	629	1,733	3,213
N. H.	13,391	9,446	12,068	6,708	8,843	1,998	5,405	6,946
N. J.	24,838	18,864	27,756	15,624	23,938	3,185	15,374	26,039
N. M.	23,599	11,627	14,947	11,728	15,072	5,454	10,526	15,780
N. Y.	124,977	97,294	129,895	56,610	72,440	12,942	81,985	119,302
N. C.	288,508	140,069	159,201	55,396	60,410	29,890	62,686	73,497
N. D.	65,401	56,235	73,597	44,637	55,732	5,644	58,338	98,676
Ohio	199,359	163,216	208,027	56,861	64,780	11,092	127,390	182,481
Okla.	142,246	83,390	94,796	59,903	68,871	28,024	71,710	93,705
Ore.	59,827	47,459	61,816	29,710	39,402	7,078	36,837	52,426
Pa.	146,887	112,668	151,533	54,336	66,103	12,773	91,122	125,851
R. I.	2,598	1,955	2,778	1,521	2,455	266	1,290	1,944
S. C.	139,364	69,963	81,449	25,440	29,714	11,276	23,454	30,282
S. D.	66,452	58,687	77,293	31,668	37,720	4,270	56,267	88,274
Tenn.	231,631	99,095	113,072	55,600	60,272	36,387	50,797	59,798
Texas	331,567	210,975	254,510	121,827	146,537	50,725	162,676	232,328
Utah	24,176	17,246	20,769	12,824	15,352	4,245	12,908	15,987
Vt.	19,043	13,107	16,580	8,819	10,600	2,765	8,417	10,662
Va.	150,997	77,078	94,010	41,702	49,099	19,861	36,515	48,133
Wash.	69,820	54,275	69,400	34,854	48,127	8,596	40,247	55,061
W. Va.	81,434	32,831	37,266	21,621	24,615	13,443	11,602	13,934
Wisc.	168,561	145,330	182,593	66,812	74,454	11,839	127,488	171,433
Wyo.	12,614	9,319	12,812	9,118	12,617	2,466	9,250	15,610
D. of C.	28	6	29	11	15	—	1	4
U. S. Total	**5,382,162**	**3,389,779**	**4,199,253**	**1,840,402**	**2,206,685**	**655,814**	**2,525,207**	**3,609,285**

NOTE: 1950 is latest year available on farm vehicles by states.
SOURCE: 1950 Census of Agriculture.

75% of Farms Have Passenger Cars or Trucks

	Number	Percent
Farms Having Motor Trucks, But No Passenger Cars	655,814	12.2%
Farms Having Passenger Cars, But No Motor Trucks	2,205,191	41.0
Farms Having Both Passenger Cars and Motor Trucks	1,184,588	22.0
Farms Having Passenger Cars and/or Motor Trucks	4,045,593	75.2
Farms Not Having Passenger Cars or Motor Trucks	1,336,541	24.8
Total Farms	**5,382,134**	**100.0**

SOURCE. 1950 Census of Agriculture.

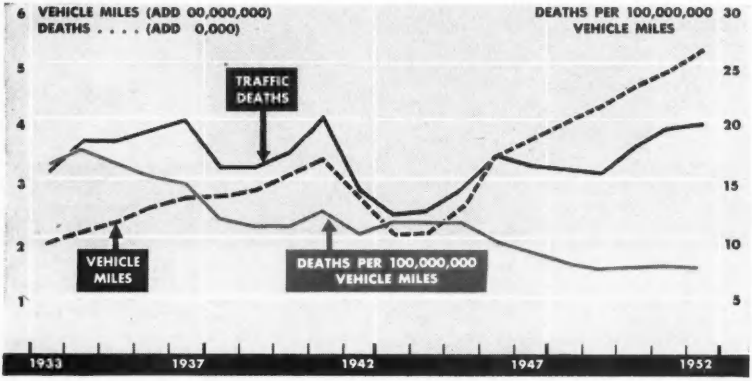
63% of Farms Have Passenger Cars, 34% Have Motor Trucks

	PASSENGER CARS			MOTOR TRUCKS			TRACTORS		
	Farms Reporting Passenger Cars, Number	Percent of all Farms	Number Passenger Cars Owned	Farms Reporting Motor Trucks, Number	Percent of all Farms	Number Motor Trucks Owned	Farms Reporting Tractors, Number	Percent of all Farms	Number Tractors Owned
1920	1,979,564	30.7	2,146,362	131,551	2.0	139,169	229,332	3.6	246,000
1930	3,650,003	58.0	4,134,675	845,335	13.4	900,385	851,457	13.5	920,021
1940	3,542,036	58.1	4,144,136	944,184	15.5	1,047,084	1,409,697	23.1	1,567,430
1945	3,630,433	62.0	4,148,275	1,299,350	22.2	1,490,300	2,002,662	34.2	2,421,747
1950*	3,389,779	63.0	4,199,253	1,840,402	34.2	2,206,685	2,525,207	46.9	3,609,285
1952	N.A.	—	4,350,000	N.A.	—	2,410,000	N.A.	—	4,170,000

*The definition of a farm was changed in 1950, so that places of 3 acres or more were counted as farms only if products, exclusive of home garden, valued at $150 or more were sold in 1949, and places of less than 3 acres were counted if sales were over $150, whereas in 1945 all places of 3 acres or more were counted as farms and in addition places of less than 3 acres if sales of produce exceeded $250.

SOURCE: 1950 Census of Agriculture, U. S. Department of Commerce, and Bureau of Agricultural Economics.

Traffic Deaths Per 100 Million Miles Lowest in 1952



		DEATHS FROM COLLISION WITH							TOTAL DEATH RATES		
	ALL DEATHS*	Deaths From Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horsedrawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Motor Vehicles	Per 100,000,000 Vehicle Miles
1927.....	25,800	7,870	10,820	3,430	1,830	520	820	500	21.8	11.2	16.3
1928.....	28,000	8,070	11,420	4,310	2,140	570	950	540	23.4	11.4	16.2
1929.....	31,200	9,380	12,250	5,400	2,050	530	990	620	25.7	11.8	15.8
1930.....	32,900	9,970	12,900	5,800	1,830	480	1,150	720	26.7	12.4	16.0
1931.....	33,700	9,570	13,370	6,820	1,710	440	900	870	27.2	13.0	15.6
1932.....	29,500	8,500	11,490	6,070	1,520	320	750	800	23.6	12.2	14.7
1933.....	31,363	8,680	12,840	6,470	1,437	318	710	900	25.0	13.2	15.6
1934.....	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.6	14.4	15.7
1935.....	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.6	13.9	15.9
1936.....	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	15.1
1937.....	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.8	13.3	14.7
1938.....	32,582	7,350	12,850	8,900	1,490	165	890	940	25.1	11.1	12.0
1939.....	32,386	7,900	12,400	8,700	1,330	150	910	1,000	24.7	10.6	11.3
1940.....	34,501	7,800	12,700	10,100	1,707	132	960	1,100	26.1	10.8	11.4
1941.....	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.0
1942.....	28,309	6,740	10,650	7,300	1,754	124	890	850	21.2	8.7	10.6
1943.....	23,823	5,690	9,900	5,300	1,448	171	610	700	17.8	7.8	11.5
1944.....	24,282	5,600	9,900	5,700	1,663	175	540	700	18.3	8.1	11.5
1945.....	28,076	6,600	11,000	7,150	1,703	163	630	800	21.2	9.2	11.3
1946.....	33,411	8,900	11,600	9,400	1,703	174	670	950	23.9	9.8	9.8
1947.....	32,697	8,800	10,450	9,900	1,736	102	700	1,000	22.8	8.7	8.8
1948.....	32,259	8,950	9,950	10,200	1,474	83	600	1,000	22.1	7.9	8.1
1949.....	31,701	9,100	8,800	10,500	1,452	56	690	1,100	21.3	7.2	7.5
1950.....	34,763	10,350	8,600	12,400	1,541	89	610	1,200	23.0	7.2	7.6
1951.....	37,300	11,100	9,000	13,800	1,508	50	550	1,300	24.3	7.3	7.6
1952.....	38,000	12,000	8,600	14,100	1,348	40	610	1,300	24.4	7.2	7.3

*Totals do not quite equal the sum of the various types because the estimates were generally made only to the nearest 10 deaths, and to the nearest 50 deaths for certain types.

SOURCE: "Accident Facts" by the National Safety Council.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division*	Flint 2, Mich.
Cadillac	Cadillac Motor Car Division*	Detroit 32, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Chrysler	Chrysler Division†	Detroit 31, Mich.
De Soto	De Soto Division†	Detroit 31, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
Henry J	Kaiser Motors Corporation	Willow Run, Mich.
Hudson	Hudson Motor Car Company	Detroit 15, Mich.
Kaiser	Kaiser Motors Corporation	Willow Run, Mich.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Oldsmobile	Oldsmobile Division*	Lansing 21, Mich.
Packard	Packard Motor Car Company	Detroit 32, Mich.
Plymouth	Plymouth Division†	Detroit 31, Mich.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
Willys	Willys Motors, Inc.‡	Toledo 1, Ohio

Station Wagon Manufacturers

Buick	Buick Motor Division*	Flint 2, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Chrysler	Chrysler Division†	Detroit 31, Mich.
De Soto	De Soto Division†	Detroit 31, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Plymouth	Plymouth Division†	Detroit 31, Mich.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Willys	Willys Motors, Inc.‡	Toledo 1, Ohio

Motor Coach Manufacturers

Flxible—Twin Coach	The Flxible Company	Loudonville, Ohio
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Transit	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
White	The White Motor Company	Cleveland 1, Ohio

School Bus Chassis Manufacturers

Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
White	The White Motor Company	Cleveland 1, Ohio

†Chrysler Corporation. *General Motors Corporation. ‡Kaiser Motors Corporation.

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	Autocar Division#	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
Duplex	Duplex Truck Company	Lansing 4, Mich.
Fageol	Twin Coach Company	Kent, Ohio
F.W.D.	Four Wheel Drive Auto Company	Clintonville, Wis.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Sterling White	Sterling Division#	Milwaukee 1, Wis.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio
Willys	Willys Motors, Inc.‡	Toledo 1, Ohio

Cab-Over-Engine Truck Manufacturers

Autocar	Autocar Division#	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Dodge	Dodge Division†	Detroit 31, Mich.
Fageol	Twin Coach Company	Kent, Ohio
F.W.D.	Four Wheel Drive Auto Company	Clintonville, Wis.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Sterling White	Sterling Division#	Milwaukee 1, Wis.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio

Multi-Stop Delivery Truck Manufacturers

Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.

†Chrysler Corporation. *General Motors Corporation. ‡Kaiser Motors Corporation. #The White Motor Company

Associations of the Automobile Industry

Automobile Manufacturers Association, Inc.

Offices: Headquarters: 320 New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York 17, N. Y., and 830 Transportation Building, Washington 6, D. C.

President: G. W. Mason, President, Nash-Kelvinator Corporation.

Advisory Vice-Pres.: Alfred Reeves.

Managing Director: William J. Cronin.

The Automobile Manufacturers Association, Inc., was organized in 1913 under the name of Automobile Chamber of Commerce (later changed to National Automobile Chamber of Commerce and in 1934 changed to Automobile Manufacturers Association, Inc.). Earlier associations were: National Association of Automobile Manufacturers, Automobile Board of Trade, Association of Licensed Automobile Manufacturers and American Motor Car Manufacturers Association, all in existence prior to 1913.

The principal purposes of the Association are:

To contribute in the public interest to the successful operation of those engaged in the business of manufacturing passenger cars, commercial cars, trucks, buses and similar self-propelled vehicles, by assisting in the solution of problems affecting the industry and the general public;

To promote free competition in the manufacture, distribution, sale and servicing of the industry's products;

To collect and utilize technical and other information regarding the various aspects of the automotive business;

To aid in the solution of problems affecting the industry through the use of such information;

To facilitate the exchange of information among its members regarding inventions, patents trade-marks, processes and devices usable on motor vehicles and in their production and sales; and

To acquire and dispose of property, including inventions, letters patent and processes or rights thereunder, subject to such limitations as may be prescribed by law, and not for pecuniary profit.

American Automobile Association

National Headquarters: Pennsylvania Avenue at 17th Street, N.W., Washington 6, D. C.

President: Ralph Thomas, 2600 National Ave., Detroit, Mich.

Executive Vice-President: Russell E. Singer.

The world's largest motor federation—composed of 750 motor clubs and branches and over 4,000,000 members. It is a national non-profit civic body, officered by responsible business and professional men.

Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To secure the construction and maintenance of a system of highways adequate to the needs of motor transport.

To encourage travel by automobile, bus, steamship, rail and air, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

To promote highway safety.

To facilitate touring by Americans in foreign countries.

The Association of American Battery Manufacturers, Inc.

Executive Headquarters: 2706 First National Tower Building, Akron, Ohio.

President: R. L. Sommerville, Electric Storage Battery Company.

Commissioner: V. L. Smithers, 2706 First National Tower Building, Akron, Ohio.

Active membership is composed of manufacturers of wet storage batteries in North and South America.

Suppliers of materials used in the manufacture of wet storage batteries, and manufacturers of equipment used for direct servicing of storage batteries are admitted to associate membership in the Supplier Division.

Large merchandising outlets handling sales of private brand batteries are admitted to associate membership in the Merchandising Division.

The Association engages in promotion of activities of interest to industry, particularly active in standardization of batteries, battery testing, guarantee and adjustment policies, and educational programs which improve the care and servicing of batteries.

American Finance Conference

Offices: 1200 Midland Bldg., 176 West Adams St., Chicago 3, Illinois.

President: E. P. Latimer, Pres., American Discount Co. of Ga., Charlotte, North Carolina.

Chairman, Executive Committee: R. Earl O'Keefe, Pres., Southwestern Investment Co., Amarillo, Texas.

Executive Vice-President: Thomas W. Rogers, 176 West Adams St., Chicago 3, Illinois.

A national trade association representing 350 automobile finance companies operating nearly 1,300 offices in 46 states. Purpose is to promote the betterment of the business of its members by coordinating its forces for educational, legislative, defensive, or other purposes, by aiding and cooperating with any movement beneficial to the automobile financing business.

Automobile Old Timers, Inc.

National Headquarters: 22 East 38th St., New York 16, N. Y.

Past Honorary President: Alfred P. Sloan, Jr.

Honorary President: William L. Hughson

President: J. E. Henry

Vice Presidents: William E. Holler, Alfred Reeves, Robert A. Stranahan, John J. Schumann, Jr., Wilbur Shaw.

Executive Vice Pres.: Frederick H. Elliott

Secretary: Clifford M. Bishop

Treasurer: C. Ray Palmer

Established in 1939 to conduct a national organization composed of persons who have been, or may be, associated in developing, encouraging and facilitating the use of motor vehicles in the United States.

To give special recognition to and record outstanding experiences and events in the history of the automotive industry; to encourage collections and exhibitions of motor vehicles, their parts and accessories that will demonstrate the advances made in their manufacture and use; to publish a magazine describing activities of the organization.

Automotive Parts Manufacturers Association

General Offices: 16219 Meyers, Detroit 35, Michigan.

President: H. Lynn Pierson, Detroit Harvester Co.

General Manager: Frank Rising, 16219 Meyers, Detroit 35, Michigan.

Washington Representative: C. O. Skinner, 1026 17th St., N.W., Washington, 6 D.C.

A national, non-profit trade association serving some 400 member plants engaged in the manufacture of automotive and aviation parts. Procures, compiles, digests and disseminates, through bulletin service and direct contacts, a wide variety of information on such problems as governmental regulations on production, materials, manpower; labor relations; statistical data on payrolls, wage rates, employment, sales; and other matters affecting the welfare of the industry.

Automotive Electric Association

General Offices: 16223 Meyers, Detroit 35, Mich.

President: G. Z. Spencer, Trico Products Corp., Buffalo, 3, New York.

Executive Secretary: S. W. Potter, 16223 Meyers, Detroit 35, Mich.

An international association composed of manufacturers of specialized automotive original equipment and whose membership also includes distributors and service stations in the field. The compilation of technical data and information pertaining to original equipment parts and units are some of the functions of the association.

Automotive Trade Association Managers

General Offices: 175 W. Bowery St., Akron 8, Ohio.

President: Wm. A. Plunkett, 938 Park Square Bldg., Boston 16, Mass.

Vice-President: Elias J. Strong, Newhouse Hotel, Salt Lake City, Utah.

Secretary-Treasurer: John Lehman, 175 W. Bowery St., Akron 8, Ohio.

A National Association composed of managers of state and local automobile dealer associations.

Fosters, promotes and encourages the interchange of deas and experiences of its members.

Automotive Safety Foundation

Headquarters: 200 Ring Building, Washington 6, D.C.

Chairman of the Board: Levin H. Campbell, Jr.

Vice-Chairmen:

Malcolm P. Ferguson, President, Bendix Aviation Corporation.

B. E. Hutchinson, Chairman, Finance Committee, Chrysler Corporation.

G. Donald Kennedy, Executive Vice President, Portland Cement Association.

L. R. Jackson, President, The Firestone Tire & Rubber Company.

L. S. Wescoat, President, The Pure Oil Company.

E. C. Wareheim, President, Commercial Credit Company.

President: Pyke Johnson.

Vice-Presidents: Norman Damon; Carl E. Fritts.

Treasurer: A. O. Dietz, Chairman, Commercial Investment Trust Incorporated.

Secretary: C. O. Skinner, Washington Representative, Automotive Parts Manufacturers Association.

Assistant Treasurer: Alfred Reeves, Advisory Vice President, Automobile Manufacturers Association.

Objectives: Safe and efficient use of streets and highways; sound and orderly development of highway facilities adequate to meet transportation needs, with special attention to problems of traffic accidents, congestion, delay and parking.

Work of the Foundation is carried on through assistance to agencies and organizations in these fields, either in grants of funds or in professional staff services.

Inter-Industry Highway Safety Committee

Headquarters: 1200 18th Street, N. W., Washington 6, D. C.

Chairman: W. F. Hufstader, Vice President, Genera Motors Corporation.

Vice-Chairman: K. B. Elliott, Vice President in Charge of Sales, The Studebaker Corporation.

Managing Director: M. R. Darlington, Jr.

The National Committee, consisting of four representatives each from the motor vehicle and the rubber tire manufacturers, and from the motor vehicle dealers, was organized in 1946 to encourage the active support of safe and efficient highway transportation by the automotive and allied industries and their dealers.

The headquarters office provides service in the form of periodic bulletins, materials and releases. State and local dealer highway and safety committees cooperate with public officials and organizations interested in highway safety and the development of adequate highway and parking facilities.

The Committee's program, selected for national emphasis includes: (1) High School Driver Education; (2) Teen-Age Traffic Safety Conferences; (3) Good Driving Practices; (4) Vehicle Safety; (5) National Safety Contests; (6) Cooperative Community Projects; (7) Support of Sound Highway Development Programs; and (8) Adequate Off-Street Parking Facilities.

Internal Combustion Engine Institute, Inc.

General Offices: Room 914, 201 N. Wells St., Chicago 6, Illinois.

President: R. C. Wietersen, The Buda Co., Harvey, Ill.

Vice President: J. E. Heuser, LeRoi Co., Milwaukee, Wis.

Secretary: R. H. Kerr, Climax Engine & Pump Mfg. Co., Clinton, Iowa.

Treasurer: J. D. Cook, Hercules Motor Corp., Canton, Ohio.

Director: G. Waine Thomas, Continental Motors Corp., Musketon, Michigan.

Executive Secretary: C. G. Spice, Room 914, 201 N. Wells Street, Chicago 6, Illinois.

The objective of this Institute is to promote the interests of manufacturers of internal combustion engines; to collect and disseminate pertinent data, relative to the industry, and generally do such things as may be necessary to the foregoing results.

International Road Federation

Offices: 1023 Washington Bldg., Washington 5, D. C.

Chairman of the Board: Frank T. Magennis, Goodyear Tire and Rubber Co.

Secretary-Treasurer: Elijah G. Paxson, Cheboygan, Mich.

Executive Director: Robert O. Swain, 1023 Washington Bldg., Washington 5, D. C.

Provides a link between 45 national road associations overseas and fosters the organization of new ones.

Maintains liaison with all international organizations having objectives similar to its own. It is represented at international meetings concerned with highways and highway transportation, is a highway transportation consultant to United Nations, and is authorized cooperating status by the Organization of American States and the Organization for European Economic Cooperation.

Supports advanced training of foreign highway and traffic engineers in the U. S. while advocating greater international interchange of engineering and technical data. At the same time, the Federation promotes, in cooperation with its national associates, a road consciousness among the public and governments.

Collects, publishes and distributes technical, economic, statistical and other educational materials, stressing the advantages to be derived from good roads, and, concurrently, urges the planning and execution of sound programs for road development.

Offices are also maintained in London and Paris.

Motor and Equipment Manufacturers Association

Executive Headquarters: 250 West 57th St., New York 19, New York.

President: Dudley L. Millikin, Rust Master Chemical Co., Cambridge, Mass.

General Manager: Albert H. Eichholz, 250 West 57th Street, New York 19, New York.

National organization, functioning since 1904, representing interests of manufacturers of automotive original equipment, replacement parts, accessories, shop equipment, service tools, and chemicals.

Motor and Equipment Wholesalers Association

Executive Headquarters: Suite 1918, 309 W. Jackson Blvd., Chicago 6, Illinois.

President: Ray Graff, President, Graff Motor Supply Co., Sioux Falls, S. D.

General Manager: B. W. Ruark, 309 W. Jackson Blvd., Chicago 6, Illinois.

National organization "of, by, and for interests of automotive wholesalers," distributing merchandise generally as follows: Parts, equipment, accessories and supplies in the automotive, aircraft and Marine line.

Specializes in direct services to automotive wholesalers and in representing them in trade, general and governmental contracts.

National Association of Independent Tire Dealers, Inc.

General Offices: 624-629 Wyatt Building, 777 14th Street, N.W., Washington, D. C.

President: J. Earl Stowe, Earl Stowe Tire Co., Phoenix Arizona.

Executive Secretary: Winston W. Marsh.

This association was formed in 1920 to advance and safeguard the business interests of the Independent Tire Dealers and Tire Renewers and to promote a co-operative relationship between the tire manufacturers, tire dealers, tire renewers, and the buying public.

The membership extends over 48 states, and some nine foreign countries. Regional offices are established in San Francisco and Boston. State Associations are located in 9 states. There are some 36 local associations.

National Association of Taxicab Owners

(Affiliated with Cab Research Bureau, Inc.)

Headquarters: 803 Leader Building, Cleveland 14, Ohio.

Honorary President: W. W. Cloud.

President: Frank Sawyer.

Treasurer: Russell Reel.

Honorary Secretary: J. G. Williams.

Secretary: H. I. Gwilym.

Purpose: To afford members a medium of cooperation, and to collect and disseminate information that promotes the economical conduct of the taxicab business.

National Automobile Dealers Association

General Offices: 1026 17th St., N.W., Washington 6, D. C.

President: Robert S. Armacost, Kansas City, Mo.

First Vice-President: Charles C. Freed, Salt Lake City Utah.

Treasurer: J. M. Sanders, Washington, D. C.

Secretary: James A. Ayers, Chattanooga, Tenn.

Executive Vice-President: Frederick J. Bell, Washington, D. C.

Director of Membership: D. C. Barnhart, Washington, D. C.

Assistant Secretary-Treasurer: Jay Green, Washington, D. C.

Object is promotion of automobile dealer business; constructive publicity on dealer aims, maintenance of high merchandising standards; research on selling opportunities of the business; study of markets and dissemination of facts concerning the same; guarding dealers' interests in all matters of governmental regulation, control of consumer credit, wages and hours, etc.; opposition to harmful legislation, support of good legislation, promotion of good roads and furthering highway safety.

National Car Rental System, Inc.

Headquarters: 1209 Washington Ave., St. Louis 3, Mo.

President: John W. Black, Jr., Dixie Drive-It-Yourself, Birmingham, Ala.

Vice-President: H. Earl Smalley, Jr., Couture Car Rentals, Miami Beach, Fla.

Secretary: Robert W. Miller, Mission Driverless Car Co., San Antonio, Texas.

Treasurer: Charlie Hillard, Hillard's Rent-A-Car, Fort Worth, Texas.

Executive Secretary: Mary Jane Sullivan, 1209 Washington Ave., St. Louis 3, Mo.

A non-profit association of car rental companies.

Activities include: public relations, maintenance of a courtesy card program, maintenance of a stolen car bureau, issuance of newsletters and bulletins to members on items pertinent to the association and the industry and various other services typical of trade associations.

National Highway Users Conference

Headquarters: National Press Building, Washington 4, D.C.

Chairman: Albert Bradley, Executive Vice-President, General Motors Corporation, New York, New York.

Vice-Chairmen: Arthur M. Hill, President, National Association of Motor Bus Operators; Herschel D. Newsom, Master, National Grange.

Secretary-Treasurer: L. J. Taber.

Director: Arthur C. Butler, National Press Building, Washington 4, D. C.

Promotes sound public policies on highway use, development, safety, taxation, finance and administration.

Nationally, and through 48 affiliated State Highway Users Conferences, coordinates activities of 1,500 organizations working for sound development of highway transportation through research, education, and reasonable laws and regulations.

Serves as a clearing house for information on proposed national, state and municipal legislation affecting motor vehicle taxation and regulation and highway construction. Sponsor of biennial Highway Transportation Congress.

National Standard Parts Association

General Offices: Thirty-fifth Floor, Eight S. Michigan Avenue, Chicago 3, Illinois.

Washington Office: 1001 Connecticut Ave., N.W., Washington 6, D. C.

President: Charles A. Klaus, Maremont Automotive Products, Inc., Chicago, Ill.

Executive Vice-President: J. L. Wiggins, 35th Floor, Willoughby Tower, Chicago 3, Illinois.

Membership comprises corporations, firms, or persons engaged in manufacturing and/or wholesaling automotive replacement parts, tools and equipment, supplies, accessories, paint and chemicals.

The objects of the Association are to promote closer relationships in the automotive service industry and to provide members with basic business services. The Association regularly issues bulletins and booklets and holds meetings to disseminate information on legal, legislative, advertising, merchandising, cataloging, selling and operating problems; publishes monthly illustrated news; conducts management and marketing surveys; provides personnel training booklets and films; maintains automotive service industry information bureau.

National Wheel and Rim Association

General Offices: 208 W. St. Clair Ave., Cleveland 13, Ohio.

President: Dan P. Hurley, Jr., 25 Jersey St., Boston, Mass.

Treasurer: H. M. Young, Borbein, Young & Company, St. Louis 8, Missouri.

Advertising Counsel: Jos. P. Glover, 208 W. St. Clair, Cleveland 13, Ohio.

Active membership consists of firms engaged in the wholesale distribution of wheels and allied products; associate membership, the manufacturers of wheels for original equipment who sell replacement materials through distributors.

Objects: To promote the general welfare of the industry; exchange information among members; publish catalogs and sales promotion material; and encourage close friendly relations among the members by means of meetings at regular intervals and bulletin service between meetings.

The Rubber Manufacturers Association

General Offices: 444 Madison Ave., New York 22, New York.

President: A. L. Viles.

Vice-President: W. J. Sears.

Vice-President & General Counsel: R. R. Ormsby.

Treasurer: C. W. Halligan.

Secretary: George Flint.

A national trade organization embracing rubber manufacturers of the United States.

Its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual cooperation, for the promotion of the welfare of the rubber industry.

Society of Automotive Engineers, Inc.

General Offices: 29 West 39th St., New York 18 New York.

President: Robert Cass, The White Motor Co., Cleveland, Ohio.

Secretary and General Manager: John A. C. Warner.

Object of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight by land and air, and internal combustion primemovers. Publications are: SAE Transactions (annual); SAE Membership Roster (annual); The SAE Journal (monthly); and SAE Handbook, Standards and Recommended Practices (Published annually), Aeronautical Material Specifications, Aeronautical Standards, Recommended Practices, and Aeronautical Information Reports (looseleaf).

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